SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

5

TIME TABLE

FOR THE

RIO GRANDE DIVISION

To Take Effect Sunday, November 14, 1926, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager

F. L. BURCKHALTER,
First Assistant General Manager

R. L. RUBY,
Superintendent of Transportation

A. E. SWEET,
Assistant General Manager

L. U. MORRIS,
Superintendent

EASTWARD

BOWIE SUBDIVISION—NORTH LINE

Time Table No. 5

November 14, 1926

Capacity of Sidings in Car Lengths	SECOND CLASS										FIRST CLASS					Distance from San Francisco		STATIONS
	428 Local Freight	92 Los Angeles Manifest Frt.	326 Freight	426 Freight	244 San Francisco Manifest Frt.	312 Freight	412 Freight	418 Local Freight	310 Freight	410 Freight	102 Sunset Limited	2 Californian	104 Argonaut	4 Golden State Limited	12 Apache			
	Leave Thurs. only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard YWFTPBKC		10.15PM	4.00PM	3.50PM	2.45PM	7.25AM	7.15AM	7.00AM	12.20AM	12.10AM	11.59PM	12.05PM	8.55AM	8.05AM	3.15AM	983.9	TO-R	TUCSON 0.8
																984.7		T. & N. R. R. JCT. 2.7
		10.30	4.18	4.08	2.58	7.40	7.30	7.18	12.35	12.25	12.07AM	f 12.13	f 9.03	8.13	3.23	987.4		POLVO 3.3
71 P		10.40	4.25	4.15	3.13	7.50	7.40	7.30	12.48	12.35	12.11	f 12.17	f 9.08	8.17	3.27	990.7		WILMOT 3.1
71 P		10.50	4.37	4.27	3.40	8.00	7.50	7.40	1.01	12.45	12.15	f 12.21	f 9.13	8.21	3.31	993.8		RANKIN 4.8
72 PW		11.05	4.50	4.40	3.58	8.14	**8.02**	**8.02**	1.17	12.57	12.22	f 12.28	f 9.22	8.28	3.38	998.6		ESMOND 4.7
71 P		11.28	5.06	4.56	4.13	**8.35**	8.16	**8.35**	1.33	1.09	12.29	f 12.36	f 9.32	**8.35**	3.45	1003.3	TO	VAIL 5.2
71 P		11.59PM	5.22	5.12	4.33	8.56	8.32	9.06	1.51	1.26	12.40	f 12.47	f 9.45	8.46	3.56	1008.5		IRENE 4.1
87 PW		12.15AM	5.50	5.40	5.05	9.21	**8.53**	9.31	2.21	1.51	12.47	f 12.55	f 9.53	**8.53**	4.03	1012.6		PANTANO 3.5
72 P		12.30	6.02	5.52	5.16	9.33	9.13	9.43	2.35	2.04	12.53	f 1.01	f 10.01	8.59	4.09	1016.1		BUELL 3.6
72 P		**1.00**	6.13	6.03	5.30	9.44	9.24	9.54	2.49	2.15	**1.00**	f 1.08	f 10.08	9.06	4.16	1019.7		AMOLE 3.9
94 81 PYCI		1.30	6.34PM	6.24	5.50	10.06AM	9.40	**10.16**	3.01AM	**2.50**	1.08	f 1.15PM	f **10.16**	9.14AM	4.24	1023.6	TO-R	MESCAL 4.6
71 P		2.00		6.36	6.15		9.52	10.34		3.02	1.16		f 10.24		4.32	1028.2		CHAMISO 4.4
Yard CWFYPBK		**2.27**		6.45	6.27		10.01	11.45		3.12	s 1.32		s 10.41		s 4.48	1032.6	TO	BENSON 3.2
71 P		2.47		**7.02**	6.35		10.08	11.54AM		**3.19**	1.38		f 10.48		4.54	1035.8		FENNER 2.7
71 P		**3.00**		7.16	**6.57**		10.22	12.09PM		3.26	1.44		f 10.55		5.00	1038.5		CURVO 2.5
83 WP		3.12		7.50	7.15		**11.02**	12.41		3.55	1.50		f **11.02**		5.06	1041.0	TO	SIBYL 2.9
71 P		3.22		8.02	7.30		11.16	12.56		4.07	**1.58**		f 11.08		5.11	1043.9		TULLY 3.4
71 P		3.34		8.15	7.40		**11.29**	**1.12**		4.18	**2.04**		f 11.15		**5.17**	1047.3		OCHOA 3.5
71 P		3.53		8.27	7.50		11.41	1.23		4.29	2.10		f 11.22		5.23	1050.8		LANCHA 3.1
74 73 PY		**4.20**		8.37	8.05		11.51AM	1.45		**4.38**	2.15		f 11.29		5.28	1053.9	TO	DRAGOON 4.4
90 P		4.35		8.50	8.23		12.04PM	1.55		4.50	2.22		f 11.37		5.35	1058.3		MANZORO 5.6
75 P		4.50		9.00	8.33		12.14	2.24		5.00	2.29		s 11.48		5.42	1063.9	TO	COCHISE 5.7
71 P		**5.15**		**9.15**	**9.15**		**12.31**	2.43		**5.15**	2.37		f 11.57AM		5.50	1069.6		HADO 5.1
75 PYW		5.37		9.27	9.45		12.43	3.15		5.27	**2.46**		s **12.16**PM		f 6.00	1074.7	TO	WILLCOX 4.7
69 P		**6.08**		9.41	10.01		12.57	3.30		5.39	2.54		f 12.24		**6.08**	1079.4		DRURY 3.2
100 PY		6.23		9.56	10.23		1.13	3.50		5.51	2.59		f 12.29		6.13	1082.6		RASO 5.1
73 P		6.35		10.05	10.32		1.23	4.16		6.00	3.06		f 12.37		6.20	1087.7		ALRICH 3.3
70 P		6.45		10.17	10.50		1.35	4.46		6.12	3.10		f 12.42		6.24	1091.0		LUZENA 3.5
71 P		7.05		10.24	**11.20**		1.42	4.54		6.18	3.15		f 12.48		6.29	1094.5		CHOLLA 3.9
Yard WFYPBKC	10.00AM	**7.45**		**11.05**	11.40PM		2.24	5.10PM		**6.27** **6.57**	s 3.30		s 1.15		s **6.41**	1098.4	TO-R	BOWIE 4.2
71 P	10.15	8.00		11.14	**12.12**AM		2.35			7.10	3.36		f 1.21		6.47	1102.6		HOLT 4.0
71 P	10.23	8.15		11.21	**12.26**		2.42			7.17	3.41		f 1.26		6.52	1106.6		OLGA 3.6
71 P	10.31	8.25		11.28	12.40		2.49			7.24	3.46		f 1.31		6.57	1110.2		KARRO 4.0
71 WFYPKCB	**10.56**	**8.54**		11.37	12.52		2.58			7.31	3.51		s 1.36		7.02	1114.2	TO	SAN SIMON 3.4
71 P	11.10	9.15		**11.52**PM	1.02		3.16			7.51	3.56		f 1.45		7.07	1117.6		BAWTRY 4.2
71 P	11.23	9.30		12.05AM	1.15		3.29			8.04	4.02		f 1.52		7.15	1121.8		VANAR 3.2
78 P	11.33AM	9.40		12.17	1.46		3.41			**8.16**	4.08		f 1.59		7.21	1125.0		CAVOT 3.9
75 70 PY	12.09PM	9.55		12.34	2.15		3.58			8.32	4.17		f 2.08		**7.31**	1128.9	TO	STEINS 3.8
71 P	12.43	**10.18**		12.46	2.28		**4.11**			8.44	4.22		f 2.14		7.37	1132.7		MONDEL 3.8
71 P	12.51	10.35		12.53	2.40		4.18			8.51	4.27		f 2.20		7.42	1136.5		CONRAD 4.3
71 P	1.01	10.50		1.03	2.52		4.28			9.03	4.33		f 2.27		7.48	1140.8		GARY 3.1
71 P	1.10	11.00		1.10	3.00		4.35			9.11	4.37		f 2.31		7.53	1143.9		PYRA 3.4
I																1147.3		S. P. R. R. CROSSING 1.0
Yard WFYTPBKC	1.25PM	11.25AM		1.25AM	3.15AM		4.50PM			9.26AM	s 4.46AM		s 2.40PM		s 8.02AM	1148.3	TO-R	LORDSBURG
	Arrive Thurs. only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(164.4)
	(3.25) 14.16	(13.10) 12.49	(2.34) 15.46	(9.35) 17.15	(12.30) 13.12	(2.41) 14.79	(9.35) 17.15	(10.10) 11.08	(2.41) 14.79	(9.16) 17.92	(4.47) 34.37	(1.10) 34.02	(5.45) 28.59	(1.09) 34.52	(4.47) 34.37			....Time Over District ....Average speed per hour

Track No. 2

Automatic Block Signals

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
12	Any Station	Hutchinson, Kansas and Amarillo Texas
102	Any Station	San Antonio

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph of Rule S-90 scheduled time and train orders for eastward first class trains applies at Benson at the first crossover switch east of station and at Bowie at the east switch to the west yard.—No. 2 track, East Yard Bowie, through No. 3 track, to West Lead of East Yard, will be used as siding.—Switch at East end of No. 2 track normal position for No. 2 track.

Between West Switch Mescal, Mile Post 1023, and Puzzle Switch opposite yard office, Tucson, westward trains use No. 1 track and eastward trains use No. 2 track.

Between Polvo and Tucson, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

BOWIE SUBDIVISION—NORTH LINE { EXCEPT TRACK NO. 1, MESCAL—SOUTH YARD JCT., SOUTH LINE

WESTWARD

Time Table No. 5

November 14, 1926

Distance from El Paso Via Douglas	Distance from San Francisco			STATIONS	Distance from Lordsburg	FIRST CLASS					THIRD CLASS				Capacity of Sidings in Car Lengths
						1	103	3	11	101	427	91	243	417	
						Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	Local Freight	Los Angeles Manifest Frt.	San Francisco Manifest Frt.	Local Freight	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	
	983.9	A.B.S. Track No. 1 Track No. 2	TO-R	TUCSON 0.8	163.1	s 3.20PM	s 7.05PM	s 8.30PM	s 8.40PM	s 3.53AM		8.00AM	11.00AM	4.20PM	
	984.7			T. & N. R. R. JCT. 2.7	162.3										
	987.4			POLVO 2.8	159.6	f 3.10	6.55	8.20	8.30	3.43		7.30	10.40	4.01	
33.9	990.2			SOUTH YARD JCT. 3.5	156.8	f 3.04	6.50	8.15	8.25	3.38		7.20	10.25	3.50	P
30.4	993.7			CRUZ 4.1	153.3	f 2.58	6.45	8.10	8.20	3.33		7.10	10.10	3.40	79 P
26.3	997.8			RITA 5.9	149.2	f 2.51	6.40	8.05	8.15	3.27		7.00	9.55	3.25	79 WP
20.4	1003.7	Automatic Block Signals		VAIL 3.7	143.3	f 2.42	6.33	7.58	8.08	3.19		6.40	9.35	3.10	79 P
16.7	1007.4			EMPIRE 5.5	139.6	f 2.36	6.28	7.53	8.03	3.13		6.20	9.10	2.50	79 P
11.2	1012.9			MARSH 4.8	134.1	f **2.27**	6.21	7.46	7.56	3.05		5.30	8.50	**2.27**	69 WP
06.4	1017.7			CATALINA 4.6	129.3	f 2.19	6.14	7.39	7.49	2.58		4.50	8.25	2.00	79 P
01.8	1023.6		TO-R	MESCAL 4.6	124.7	f 2.10	6.06PM	7.31PM	7.41	**2.50**		4.10	7.55	1.25	94 81 YICP
	1028.2			CHAMISO 4.4	120.1	f 2.00			7.30	2.39		3.50	7.30	1.05	
	1032.6		TO	BENSON 3.2	115.7	s 1.48			s 7.17	s **2.27**		3.30	6.50	12.45	
	1035.8			FENNER 2.7	112.5	f 1.33			**7.02**	2.13		**3.19**	6.15	12.26	
	1038.5			CURVO 2.5	109.8	f 1.28			**6.57**	2.08		**3.00**	5.55	12.01PM	
	1041.0		TO	SIBYL 2.9	107.3	f 1.23			6.52	2.03		2.28	5.42	11.51AM	
	1043.9			TULLY 3.4	104.4	f 1.18			6.47	**1.58**		2.13	5.27	11.39	
	1047.3			OCHOA 3.5	101.0	f **1.12**			6.41	1.50		**2.04**	**5.17**	**11.29** **11.10**	
	1050.8			LANCHA 3.1	97.5	f 1.05			6.34	**1.45**		**1.45**	4.50	10.55	
	1053.9		TO	DRAGOON 4.4	94.4	f 12.59			6.29	1.40		1.25	**4.38** **4.15**	10.45	
	1058.3			MANZORO 5.6	90.0	f 12.51			6.21	1.32		1.10	3.50	10.30	
	1063.9		TO	COCHISE 5.7	84.4	s 12.42			6.12	1.24		12.50	3.32	10.15	
	1069.6			HADO 5.1	78.7	f **12.31**			6.04	1.16		12.30	3.10	9.45	
	1074.7		TO	WILLCOX 4.7	73.6	12.21 s **12.16**			f 5.54	1.07		12.10AM	**2.46**	9.30	
	1079.4			DRURY 3.2	68.9	f 12.08			5.46	12.59		11.58PM	2.15	8.37	
	1082.6			RASO 5.1	65.7	f 12.03PM			5.41	12.54		11.50	2.00	8.30	
	1087.7			ALRICH 3.3	60.6	f 11.54AM			5.32	12.45		11.36	1.40	8.15	
	1091.0			LUZENA 3.5	57.3	f 11.49			5.27	12.40		11.29	1.20	8.05	
	1094.5			CHOLLA 3.9	53.8	f 11.43			5.21	12.34		**11.20**	1.00	7.55	
	1098.4		TO-R	BOWIE 4.2	49.9	s 11.35			s 5.12	s 12.26	10.00AM	**11.05**	12.50	**7.45AM**	
	1102.6			HOLT 4.0	45.7	f 11.11			4.57	**12.12**	9.30	9.51	12.35		
	1106.6			OLGA 3.6	41.7	f 11.06			4.52	12.07	9.09	9.41	**12.26**		
	1110.2			KARRO 4.0	38.1	f 11.01			4.47	12.02AM	9.02	9.32	12.10		
	1114.2		TO	SAN SIMON 3.4	34.1	s **10.56**			4.42	11.57PM	**8.54**	9.22	12.01AM		
	1117.6			BAWTRY 4.2	30.7	f 10.47			4.37	**11.52**	8.41	9.12	**11.52PM**		
	1121.3			VANAR 3.2	26.5	f 10.40			4.31	11.46	8.33	9.04	11.33		
	1125.0			CAVOT 3.9	23.3	f 10.35			4.26	11.41	**8.16**	8.52	11.16		
	1128.9		TO	STEINS 3.8	19.4	f 10.25			4.18	11.33	**7.31**	8.39	11.04		
	1132.7			MONDEL 3.8	15.6	f **10.18**			**4.11**	11.26	6.57	8.28	10.53		
	1136.5			CONRAD 4.3	11.8	f 10.12			4.06	11.21	6.47	8.20	10.45		
	1140.8			GARY 3.1	7.5	f 10.06			4.00	11.15	6.37	8.11	10.37		
	1143.9			PYRA 3.4	4.4	f 10.01			3.56	11.11	6.30	8.05	10.30		
	1147.3			S. P. R. R. CROSSING 1.0	1.0										
	1148.3		TO-R	LORDSBURG	0.0	9.53AM			3.48PM	11.03PM	6.15AM	7.50PM	10.15PM		
				(163.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed Only	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat	
				Time Over District		(5.22)	(0.59)	(0.59)	(4.52)	(4.50)	(3.45)	(12.10)	(12.22)	(8.20)	
				Average speed per hour		30.39	39.05	39.05	33.51	33.74	13.30	13.50	13.18	*13.05	

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ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge Passengers to or Beyond		From or Beyond
11	Any Station	Discharge		Hutchinson and Amarillo
101	Any Station	Discharge		San Antonio and Tucumcari
103	Any Station	Discharge		East of El Paso
103	Any Station	Mescal-Tucson discharge passengers from West of El Paso		

EASTWARD

LORDSBURG SUBDIVISION—NORTH LINE

Time Table No. 5

November 14, 1926

Capacity of Sidings in Car Lengths	SECOND CLASS										FIRST CLASS						Distance from San Francisco			STATIONS
	412	92	310	410	244	414	124	326	426	312	2	104	4	12	102	8				
	Freight	Los Angeles Manifest Freight	Freight	Freight	San Francisco Manifest Freight	Local Freight	Local Freight	Freight	Freight	Freight	Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	Mixed				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sun. and Friday	Leave Tues. Thurs. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard WFYTPBKC	5.09PM	12.16PM		**9.45AM**	4.15AM	4.00AM			1.06AM			2.48PM		8.10AM	s 4.52AM		1148.3	Automatic Block Signals	TO-R	LORDSBURG
75 P	**5.19**	12.31		9.55	**4.59**	4.15			1.16			f 2.56		8.18	**4.59**		1153.0			4.7 ULMORIS
71 P	5.30	1.00		10.07	5.40	4.27			1.27			f 3.04		8.25	5.07		1159.0			6.0 LISBON
76 P	5.45	1.22		10.27	6.00	4.39			1.42			f **3.16**		8.33	5.14		1164.4			5.4 HAWKINS
71 WP	5.54	1.41		10.36	6.20	4.50			1.49			f 3.22		8.38	5.19		1168.0		TO	3.6 SEPAR
76 P	**6.06**	2.00		10.48	6.40	5.03			2.01			f 3.30		8.46	5.27		1173.8			5.8 LADIM
75 P	6.16	2.15		10.58	6.55	5.16			2.11			f **3.37**		**8.55**	5.34		1179.6			5.8 WILNA
76 P	6.23	2.25		11.05	7.10	5.26			2.18			f 3.43		9.03	5.39		1183.5			3.9 QUINCY
75 WP	**6.38**	**2.39** **2.55**		11.20	7.30	**5.46**			2.33			f **3.50**		9.11	**5.46**		1188.5		TO	5.0 GAGE
100 P	6.46	**3.10**		11.28	7.46	6.10			2.41			f 3.57		9.18	5.52		1193.2			4.7 MONGOLA
71 P	6.57	3.30		11.39	8.00	6.25			2.52			f 4.05		9.26	6.00		1199.6			6.4 TUNIS
71 P	7.04	3.40		11.46	**8.19**	6.35			2.59			f 4.10		9.31	6.05		1203.3			3.7 PARMA
75	7.09	3.56		11.51AM	8.27	6.40			3.04			4.14		9.35	6.09		1206.1	Auto. Block Signals		2.8 CAMP CODY
I																	1206.7			0.6 S. P. R. R. CROSSING
																	1207.0			0.3 JC. SW. HERMANAS LINE
Yard PWYBKC	7.24	**4.10** **4.41**		**12.06PM**	**8.55**	**7.15** **10.02**			3.19			s **4.30**		s **9.52**	s 6.23		1208.0		TO	1.0 DEMING
71 P	7.34	5.16		12.16	9.23	10.20			3.29			f 4.38		10.00	6.31		1212.5			4.5 LUXOR
71 P	7.45	5.40		12.27	9.55	10.40			3.40			f 4.46		10.09	6.39		1218.9			6.4 CARNE
14												f					1222.0			3.1 MIESSE (Spur)
71 P	7.57	6.01		12.39	**10.19**	**11.14**			3.52			f 4.55		**10.19**	6.47		1225.7			3.7 MYNDUS
71 WP	8.04	6.15		12.46	**10.47**	11.35			3.59			f 5.00		10.25	6.52		1229.6			3.9 AKELA
71 P	8.12	6.35		12.54	11.01	11.55AM			4.07			f 5.06		**10.32**	6.58		1233.9		TO	4.3 CAMBRAY
71 P	8.20	6.59		1.02	11.15	12.38PM			4.15			f 5.12		10.39	7.04		1238.4			4.5 DONA
72 P	**8.40**	7.16		**1.25**	11.43AM	**1.25**			4.23			f 5.18		10.45	**7.12**		1243.0			4.6 CHAPPEL
81 P	8.48	7.35		1.35	12.09PM	**1.54**			4.38			f 5.24		10.51	7.19		1247.4			4.4 ADEN
76 P	8.55	7.50		**1.42**	12.25	2.01			4.45			f 5.30		10.57	7.25		1251.3			3.9 PRONTO
71 P	9.01	8.01		1.48	12.40	2.07			4.51			f 5.35		11.02	7.30		1254.6			3.3 KENZIN
75 WFP	9.10	**8.19**		1.57	**1.04**	2.17			5.00			f 5.42		11.10	7.37		1259.4		TO	4.8 AFTON
71 P	9.19	8.55		2.06	1.20	2.27			5.09			f 5.50		11.18	7.45		1264.7			5.3 RUTTER
71 P	**9.28**	**9.28**		2.15	1.35	2.37			5.18			f 5.57		11.26	7.52		1269.5			4.8 LANARK
75 P	9.37	9.58		**2.24**	**2.24**	2.47			5.27			f 6.05		11.34	8.00		1274.5			5.0 VEVAY
78 72 YPW	9.52	10.29		2.39	2.49	3.07			5.43			f 6.13		**11.42**	**8.08**		1279.7	Auto. Block Signals		5.2 STRAUSS
76 P	10.03	11.00		2.50	3.07	3.18			5.54			f 6.23		11.52AM	8.17		1285.2			5.5 LIZARD
71 P	10.12	11.23	5.05PM	2.59	3.25	3.35	12.43PM	8.35AM	**6.09**	12.25AM	9.54PM	f 6.31	4.40PM	**12.01PM**	8.25	7.00AM	1289.4		TO	4.2 ANAPRA
																	1291.9			2.5 BRICKLAND (Spur)
	10.19PM	11.36PM	5.13PM	3.06PM	3.35PM	3.45PM	12.51PM	8.43AM	6.16AM	12.33AM	10.01PM	6.37PM	4.47PM	12.06PM	8.32AM	7.12AM	1292.9			1.0 RIO GRANDE
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. and Friday	Arrive Tues. Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(144.6)
	(5.10) 27.98	(10.33) 13.70	(0.08) 26.66	(5.21) 27.02	(11.20) 12.75	(8.58) 16.36	(0.08) 26.66	(0.08) 26.66	(5.10) 27.98	(0.08) 26.66	(0.07) 30 00	(3.49) 37.88	(0.07) 30.00	(3.56) 36.76	(3.40) 39.55	(0.12) 17.50				Time Over District Average speed per hour
The figures at El Paso given below are for information only. Trains between Rio Grande and El Paso using G. H. and S. A. Ry. tracks, will be governed by time table of G. H. & S. A. Ry., El Paso Division.																				
	10.45PM	12.01AM	5.43PM	3.30PM	4.00PM	4.10PM	1.25PM	9.10AM	6.40AM	1.00AM	10.15PM	6.50PM	5.00PM	12.20PM	8.45AM	7.45AM	1295.9			EL PASO

Westward trains are superior to trains of the same class in the opposite direction.

Between Anapra and Slag (0.33 miles East of Rio Grande) trains move and be governed by Staff System Rules and Regulations of Transportation Department, January 1st, 1923, as per special rule current Time Table, page 13.

Refer to third paragraph Rule 90-S schedule time and train orders for eastward first class trains applies at Deming at the crossover switch in front of section house.

Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distant signal, Deming interlocking plant, three hundred and sixty-three feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard.

Within the limits of El Paso Union Passenger Depot Company's Yard employes are subject to rules and regulations of that Company.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
12	Any Station	Hutchinson, Kansas and Amarillo, Tex.
102	Any Station	San Antonio

LORDSBURG SUBDIVISION—NORTH LINE

WESTWARD

Time Table No. 5

November 14, 1926

				FIRST CLASS						THIRD CLASS			
			Distance from Rio Grande	1	103	3	11	101	7	91	413	123	243
				Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	Mixed	Los Angeles Manifest Freight	Local Freight	Local Freight	San Francisco Manifest Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Sat.	Arrive Mon. Wed. Fri.	Arrive Daily
TO-R	LORDSBURG	4.7	144.6	s **9.45**AM			s 3.40PM	s 10.55PM		7.46PM	5.45PM		10.08PM
	ULMORIS	6.0	139.9	f 9.33			3.29	10.44		7.12	**5.19**		9.22
	LISBON	5.4	133.9	f 9.25			3.22	10.37		7.00	4.55		8.50
	HAWKINS	3.6	128.5	f 9.18			**3.16**	10.31		6.40	4.40		7.51
TO	SEPAR	5.8	124.9	f 9.12			3.11	10.26		6.30	4.25		7.35
	LADIM	5.8	119.1	f 9.03			3.03	10.18		**6.06**	4.05		7.10
	WILNA	3.9	113.3	f **8.55**			2.56	10.11		5.15	**3.37**		6.59
	QUINCY	5.0	109.4	f 8.49			2.51	10.06		4.30	3.10		6.48
TO	GAGE	4.7	104.4	f 8.42			**2.44**	9.59		**3.50**	**2.55**		**6.38**
	MONGOLA	6.4	99.7	f 8.33			**2.37**	9.52		**3.10**	**2.37**		6.10
	TUNIS	3.7	93.3	f 8.25			**2.29**	9.44		**2.29**	2.05		5.50
	PARMA	2.8	89.6	f **8.19**			2.24	9.39		2.00	1.45		5.15
	CAMP CODY	0.6	86.8	8.15			2.20	9.35		1.47	1.37		5.05
	S. P. R. R. CROSSING	0.3	86.2										
	JC. SW. HERMANAS LINE	1.0	85.9										
TO	DEMING	4.5	84.9	s **8.10**			s 2.16	s 9.31		**1.00**PM **11.59**AM	**12.50**PM **11.30**AM		**4.45** **4.17**
	LUXOR	6.4	80.4	f 7.51			2.00	9.15		11.45	11.12		3.50
	CARNE	3.1	74.0	f 7.43			1.52	9.07		11.30	10.58		3.32
	MIESSE (Spur)	3.7	70.9	f									
	MYNDUS	3.9	67.2	f 7.34			1.44	8.59		**11.14**	**10.19**		3.00
	AKELA	4.3	63.3	f 7.29			1.40	8.55		**10.47**	10.05		2.45
	CAMBRAY	4.5	59.0	f 7.23			1.35	8.50		**10.32**	9.57		2.36
	DONA	4.6	54.5	f 7.17			1.30	8.45		10.06	9.49		2.18
	CHAPPEL	4.4	49.9	f **7.12**			**1.25**	**8.40**		9.55	9.41		2.10
	ADEN	3.9	45.5	f 7.05			1.19	8.34		9.44	9.33		**1.54**
	PRONTO	3.3	41.6	f 7.00			1.14	8.29		9.33	9.04		**1.42**
	KENZIN	4.8	38.3	f 6.56			1.10	8.25		9.22	8.57		1.13
	AFTON	5.3	33.5	f 6.49			**1.04**	**8.19**		9.11	8.48		**1.04**
	RUTTER	4.8	28.2	f 6.42			12.57	8.12		9.01	8.38		12.35
	LANARK	5.0	23.4	f 6.36			12.51	8.06		8.50	8.29		12.20PM
	VEVAY	5.2	18.4	f 6.30			12.45	8.00		8.30	8.20		11.58AM
	STRAUSS	5.5	13.2	f 6.24			12.39	7.54		**8.08**	**8.08**		**11.42**
	LIZARD	4.2	7.7	f 6.16			12.31	7.46		7.42	7.52		11.07
TO	ANAPRA	2.5	3.5	f **6.09**	10.13AM	**12.01**PM	12.24	7.39	8.36PM	7.33	7.43	9.17AM	10.38
	BRICKLAND (Spur)	1.0	1.0										
	RIO GRANDE		0.0	6.03AM	10.08AM	11.56AM	12.18PM	7.33PM	8.25PM	7.25AM	7.35AM	9.05AM	10.20AM
	(144.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. and Sat.	Leave Mon. Wed. Fri.	Leave Daily
	Time Over District Average speed per hour			(3.42) 39.08	(0.05) 42.00	(0.05) 42.00	(3.22) 42.95	(3.22) 42.95	(0.11) 19.09	(11.20) 12.75	(8.50) 16.36	(0.12) 17 50	(11.20) 12.75

he figures at El Paso given below are for information only. Trains between Rio Grande and El Paso, using G. H. and S. A. Ry. tracks, will be governed by time table of G. H. & S. A. Ry., El Paso Division.

		1	103	3	11	101	7	91	413	123	243
EL PASO		5.50AM	9.55AM	11.45AM	12.05PM	7.20PM	8.10PM	7.00AM	7.10AM	8.40AM	9.55AM

Westward trains are superior to trains of the same class in the opposite direction.

Between Anapra and Slag (0.33 miles East of Rio Grande) trains move and be governed by Staff System Rules and Regulations of Transportation Department, January 1st, 1923, as per special rule current Time Table, page 13.

Refer to third paragraph Rule S-90 schedule time and train orders for eastward first class trains applies at Deming at the crossover switch in front of section house.

Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distant signal, Deming interlocking plant, three hundred and sixty-three feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard.

Within the limits of El Paso Union Passenger Depot Company's Yard, employes are subject to rules and regulations of that Company.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
101	Any Station	San Antonio and Tucumcari
11	Any Station	Hutchinson and Amarillo

EASTWARD — DOUGLAS SUBDIVISION—SOUTH LINE — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS		Distance from San Francisco		Time Table No. 5 November 14, 1926	Distance from El Paso	FIRST CLASS		THIRD CLASS	
	326	**188**	**312**	**186**	**310**	**2**	**4**					**103**	**3**	**185**	**187**
	Freight	Ore	Freight	Local Freight	Freight	Californian	Golden State Limited					Argonaut	Golden State Limited	Local Freight	Ore
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
94-81 IYPC	6.34PM		10.06AM		3.01AM	f 1.15PM	9.14AM	1022.1	Automatic Block Signals	TO-R MESCAL	302.0	6.06PM	7.31PM		
										2.4					
78 P	6.40		10.20		3.11	f 1.18	9.17	1024.5		MIRAMONTE	299.6	f 6.01	7.26		
										4.1					
79 WP	6.48		10.30		3.18	f 1.23	9.22	1028.6		WHETSTONE	295.5	f 5.56	7.20		
										6.9					
87 P	**7.09**		10.42		3.30	f 1.31	9.31	1035.5		SAN JUAN	288.6	f 5.46	**7.09**		
										7.6					
80 P	7.22		10.55		3.43	f 1.40	9.40	1043.1		BOQUILLAS	281.0	f 5.36	6.57		
										3.3					
P	7.28		11.00	9.15AM	3.49	1.44	9.44	1046.4		BENSON JCT.	277.7	5.32	6.52	3.10PM	
										1.4					
								1047.8		S. P. R. R. CROSSING	276.3				
										0.4					
79 WYKPFB	7.44		11.30	**9.54**	4.20	s **1.54**	**9.54**	1048.2		TO FAIRBANK	275.9	s 5.25	6.45	**1.54**	
										6.5					
75 P	7.58		11.50AM	10.10	4.35	f 2.04	10.04	1054.7		CHARLESTON	269.4	f 5.12	6.34	1.25	
										4.1					
70 WYPK	8.08		12.03PM	10.30	4.45	s 2.14	10.10	1058.8		TO LEWIS SPRINGS	265.3	s 5.03	6.25	1.10	
										6.1					
81 P	8.21		12.16	10.45	4.58	f 2.22	10.18	1064.9		SAN PEDRO	259.2	f 4.52	6.14	12.55	
										4.1					
80 WP	8.35		**12.30**	11.00	5.13	s 2.30	10.23	1069.0		TO HEREFORD	255.1	f 4.44	6.08	**12.30PM**	
										6.1					
79 P	9.04		12.45	11.25	5.34	f 2.40	10.31	1075.1		STARK	249.0	f 4.34	5.58	11.55AM	
										5.8					
70 70 P	9.35		1.00	**11.40AM** 12.25PM	5.50	s 2.52	10.39	1080.9		NACO	243.2	f 4.24	5.49	**11.40**	
										4.1					
224 WYPCBK	9.58	5.00PM	1.20	1.00	6.09	s 3.09	f **10.50**	1085.0		TO-R BISBEE JUNCTION	239.1	s 4.15	f 5.42	**11.10** **10.00**	2.40PM
										4.7					
83 P	10.10	**5.28**	1.32	1.12	6.20	f 3.18	10.58	1089.7		CROOK	234.4	f 3.55	**5.28**	9.35	2.20
										3.8					
5	10.18	5.36	1.40	1.20	6.28	f 3.24	11.04	1093.5		SILICA (Spur)	230.6	f 3.48	5.22	9.20	2.07
										3.4					
81 WP	10.25	5.42	**1.54**	**1.30**	6.35	f **3.42**	11.10	1096.9		FORREST	227.2	f **3.42**	5.17	9.10	**1.54** **1.25**
										7.4					
76 P	10.38	5.55	2.10	1.45	6.48	f 3.51	11.19	1104.3		CALUMET	219.8	f 3.33	5.08	8.40	1.10
										2.7					
Yard WFYTBKPC	10.48PM	6.05PM	2.20PM	2.05PM	6.58AM	s 3.57PM	s 11.25AM	1107.0		TO-R DOUGLAS	217.1	3.28PM	5.03PM	8.30AM	1.00PM
-	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			84.9		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(4.14)	(1.05)	(4.14)	(4.05)	(3.57)	(2.42)	(2.11)			Time Over District		(2.38)	(2.28)	(5.30)	(1.11)
	20.05	20.30	20.05	20.79	21.49	31.44	38.88			Average speed per hour		32.42	34.41	15.43	18.59

Westward trains are superior to trains of the same class in the opposite direction: Except: No. 187 is superior to No. 188.

Schedule time and train orders apply at passenger station Douglas.

Nos. 103 and 3 take tank water Bisbee Junction to enable train run to Maricopa for water.

Nos. 185 and 186 do mixed train work between Fairbank and Benson Junction in connection with same trains on Benson-Fairbank Branch.

Trains except first class, must move with caution between Douglas and west Switch Calumet and lookout for yard engines occupying main track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge Passengers To or Beyond		From or Beyond
103	Any Station	Receive	Yuma	
103	Any Station	Discharge		East of El Paso

HACHITA SUBDIVISION—SOUTH LINE

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS				FIRST CLASS			Distance from San Francisco	Automatic Block Signals	Time Table No. 5 November 14, 1926	Distance from El Paso	WESTWARD FIRST CLASS			THIRD CLASS
	326	312	126	310	8	2	4					7	103	3	125
	Freight	Freight	Local Freight	Freight	Mixed	Californian	Golden State Limited					Mixed	Argonaut	Golden State Limited	Local Freight
	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.
WFYTBKPC Yard	11.00PM	2.35PM	9.40AM	7.20AM	8.20PM	4.07PM	11.35AM	1107.0	TO-R	DOUGLAS	217.1	s 6.50AM	s 3.18PM	s 4.53PM	1.35PM
P	11.30	**3.05**	10.00	7.52	f 8.45	f 4.19	11.43	1111.8		4.8 ACACIA	212.3	f 6.32	**3.05**	4.40	1.15
P	11.55PM	3.35	10.25	8.17	f 9.02	f **4.34**	11.49	1115.7		3.9 LEE	208.4	f 6.23	2.59	**4.34**	1.05
						f		1120.2		4.5 COLLEGE PEAK (Spur)	203.9				
WP	12.21AM	**4.24**	11.00	8.43	f 9.30	f 4.46	11.59AM	1121.1		0.9 CAZADOR	203.0	f 6.09	2.49	**4.24**	12.45
P	12.43	**5.00**	11.30	9.05	f 9.57	f **5.00**	**12.13**PM	1130.6	TO	9.5 BERNARDINO	193.5	f 5.44	f 2.33	4.08	**12.13**PM
P	12.59	5.20	11.50AM	9.21	f 10.15	f 5.11	12.23	1137.7		7.1 CHIRICAHUA	186.4	f 5.28	f 2.21	3.56	11.40AM
WP	1.20	5.39	12.20PM	9.40	f 10.33	f 5.24	12.36	1147.1		9.4 APACHE	177.0	f 5.03	f 2.07	3.42	11.17
P	1.30	5.49	**12.42**	9.50	f 10.43	f 5.32	**12.42**	1152.7		5.6 MORA	171.4	f 4.50	2.00	3.35	10.50
WPC	1.50	6.11	**1.52**	**10.10**	s 11.03	s 5.44	12.49	1158.7	TO	6.0 RODEO	165.4	s 4.37	s **1.52**	3.27	**10.10**
P	2.04	6.20	2.08	10.22	f 11.14	f 5.52	12.55	1163.9		5.2 APAN	160.2	f 4.13	1.43	3.20	9.45
P	2.27	6.35	2.24	10.42	f 11.30	f 6.02	1.05	1170.5		6.6 PRATT	153.6	f 4.00	1.33	3.10	9.28
P	2.37	6.45	2.40	10.57	f 11.40	f 6.10	1.11	1175.9	TO	5.4 ANIMAS	148.2	f 3.47	f 1.26	3.04	9.05
WP	2.47	6.55	**2.58**	11.07	f 11.52PM	f 6.18	**1.19**	1181.4		5.5 ANTELOPE	142.7	f 3.34	**1.19**	**2.58**	8.35
P	**3.13**	7.06	3.30	11.22	f 12.03AM	f 6.28	1.27	1187.8		6.4 PLAYAS	136.3	f **3.13**	1.11	2.50	8.00
P	3.23	7.18	3.42	11.40	f 12.16	f 6.36	1.34	1193.4		5.6 GRADE	130.7	f 3.01	1.05	2.44	7.45
P	3.36	7.30	4.00	11.53AM	f 12.29	f 6.43	1.41	1198.1		4.7 VISTA	126.0	f 2.51	12.59	2.39	7.30
P	3.45	7.39	4.15	12.02PM	f 12.39	f 6.50	1.47	1202.9		4.8 MINERO	121.2	f 2.34	12.53	2.33	7.10
WFYBKPC Yard	3.55AM	7.50PM	4.30PM	12.15PM	s 12.50AM	s 6.58PM	s 1.55PM	1206.3	TO-R	3.4 HACHITA	117.8	2.25AM	12.48PM	2.28PM	7.00AM
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(99.3)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
	(4.55)	(5.15)	(6.50)	(4.55)	(4.30)	(2.51)	(2.20)			Time Over District		(4.25)	(2.30)	(2.25)	(6.35)
	20.19	18.91	14.53	20.19	22.06	34.84	42.55			Average speed per hour		22.48	39.72	41.80	15.08

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders apply at passenger stations Douglas and Hachita.

Additional Stations: { Silver Creek 199.9
Pot Hook 129.2

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers To (or Beyond)	Passengers From (or Beyond)
7	Pot Hook	Receive or Discharge	Any Station	Any Station
8	Pot Hook	Receive or Discharge	Any Station	Any Station
7	Silver Creek	Receive or Discharge	Any Station	Any Station
8	Silver Creek	Receive or Discharge	Any Station	Any Station
103	Any Station	Discharge		East of El Paso
103	Any Station	Receive	Yuma	

NOTE: Flag stops on schedule No. 103 at Animas, Apache, Chiricahua and Bernardino are for revenue passengers only.

No. 2 stop at Pot Hook on request express messenger.

EASTWARD EL PASO SUBDIVISION—SOUTH LINE WESTWARD

Capacity of Sidings in Car Lengths		SECOND CLASS					• FIRST CLASS				Distance from San Francisco			Time Table No. 5 November 14, 1926	Distance from El Paso	FIRST CLASS					THIRD CLASS	
		312	310	124	172	326	2	4	12	8						1	103	3	11	7	123	171
		Freight	Freight	Local Freight	Mixed	Freight	Californian	Golden State Limited	Apache	Mixed						Californian	Argonaut	Golden State Limited	Apache	Mixed	Local Freight	Mixed
		Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Wednesday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Wednesday Only
WFYBKPC Yard		7.50PM	**12.43**PM	7.00AM	6.45AM	4.00AM	7.03PM	2.00PM		**1.40**AM	1206.3	TO-R		HACHITA 6.3	117.8		s **12.43**PM	s 2.23PM		s **1.40**AM	3.55PM	s 6.30PM
61 P		8.17	1.08	7.25	f 7.15	4.35	f 7.16	**2.12**		f 2.12	1212.6			CONTINENTAL 5.5	111.5		12.31	**2.12**		f 1.17	3.20	f 6.10
79 P		8.27	1.18	7.50	f 7.30	4.47	f 7.23	2.20		f 2.27	1218.1			VICTORIO 7.5	106.0		12.24	2.04		f 1.05	3.06	f 5.48
75 P		8.40	1.31	8.10	f 7.45	5.00	f 7.34	2.30		f 2.42	1225.6			SAVOYA 5.3	98.5		12.16	1.56		f 12.50	2.52	f 5.15
37-78 WYP		8.55	**1.48**	8.45	s 8.00AM	5.10	f 7.42	**2.38**		f 2.54	1230.9			HERMANAS 5.1	93.2		12.08	**1.48**		f 12.32	**2.38**	5.00PM
80 P		9.05	**2.00**	9.00		5.20	f 7.50	2.45		f 3.04	1236.0			FORD 6.9	88.1		12.01PM	1.41		f 12.18	**2.00**	
58 P		9.20	2.12	9.20		5.35	f 8.01	2.55		f 3.20	1242.9			MIMBRES 7.4	81.2		11.53AM	**1.33**		f 12.05AM	**1.33**	
84 WPC		9.45	2.30	9.50		6.01	s 8.19	3.06		s 3.55	1250.3	TO		COLUMBUS 6.5	73.8		s 11.39	1.20		s 11.40PM	1.00	
80 P		9.59	2.42	10.01		6.15	f 8.28	3.16		f 4.10	1256.8			MIRIAM 6.8	67.3		11.27	1.12		f 11.04	12.35	
79 P		10.15	2.54	10.13		6.30	f 8.37	3.26		f 4.25	1263.6			ARENA 5.3	60.5		11.19	1.05		f 10.52	12.15PM	
79 P		**10.42**	3.09	10.22		6.45	f 8.45	3.34		f 4.36	1268.9			ALTAIR 5.6	55.2		11.13	12.59		f **10.42**	11.55AM	
77 P		10.57	3.23	10.32		7.00	f 8.53	3.41		f 4.50	1274.5			MALPAIS 4.0	49.6		11.06	12.53		f 10.30	11.30	
80 P		11.05	3.31	**11.01**		7.11	f 8.59	3.47		f 5.02	1278.5			MONUMENT 7.1	45.6		**11.01**	12.48		f 10.17	**11.01**	
80 WP		11.20	**3.57**	11.20		7.24	f 9.10	**3.57**		f 5.25	1285.6			MT. RILEY 5.6	38.5		10.52	12.39		f 10.01	10.37	
80 P		11.32	4.16	11.30		7.34	f 9.18	4.05		f 5.45	1291.2			POTRILLO 7.8	32.9		10.46	12.33		f 9.50	10.25	
79 FWP		11.50PM	4.32	11.45AM		7.48	f **9.30**	4.16		f 6.10	1299.0			NORIA 9.9	25.1		10.36	12.24		f **9.30**	10.01	
79 P		12.08AM	4.49	**12.13**PM		8.05	f 9.42	4.28		f 6.35	1308.9			MASTODON 8.2	15.2		10.25	**12.13**		f 8.52	9.41	
44 P		12.25AM	5.05PM	12 43PM		8.35AM	f 9.54PM	4.40PM		f 7.00AM	1317.1	TO-R	Signals	ANAPRA 2.0	7.0		10.13AM	12.01PM		f 8.36PM	9.17AM	
16 P											1319.1			BOWEN 1.0	5.0							

On account of repairs to Rio Grande River Bridge, South Line main track is out of service for all trains between Anapra on the West and El Paso Union Passenger Depot and Tower 6 on the East.
South Line trains see Pages 4 and 5 and Special Rules for movement between these points.

Capacity of Sidings in Car Lengths		312	310	124	172	326	2	4	12	8	Distance from San Francisco			STATIONS	Distance from El Paso	1	103	3	11	7	123	171
2											1320.1		A. B.	BRICK (Spur) 2.8	4.0							
I		12.47AM	5.30PM	1.12PM		8.57AM				7.30AM				TOWER 6 0.4	1.2					8.12PM	8.52AM	
BK							10.45PM	5.15PM	12.35PM		1295.9	TO-R	Double Track	EL PASO Union Passenger Depot 0.1	0.8	s 5.15AM		s 11.30AM	s 11.50AM			
I														TOWER 66 1.2	0.7							
WFYTBKPC Yard		1.00AM	5.43PM	1.25PM		9.10AM	10.55PM	5.25PM	12.45PM	7.55AM	1297.2	TO-R		EL PASO Octavia Street	– 0.5	5.05AM		11.20AM	11.40AM	7.55PM	8.40AM	
		Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(118.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Wed. Only
		(5.10) 22.89	(5.00) 23.66	(6.25) 14.33	(1.15) 19.68	(5.10) 22.89	(3.22) 35.16	(3.10) 37.35	(0.10) 7.80	(6.15) 15.88				Time Over District Average speed per hour		(0.10) 7.80	(2.30) 44.32	(2.48) 41.78	(0.10) 7.80	(5.45) 20.57	(7.15) 16.31	(1.30) 16.40

Westward trains are superior to trains of the same class in the opposite direction

Schedule time and train orders apply at passenger station Hachita.

Within the limits of El Paso Union Passenger Depot Company's yard, employes are subject to rules and regulations of that Company.

Trains on South Line double track between El Paso Pacific Lines freight yard and Tower 6, including trains to and from Union Depot, will keep to right. Movement of all trains on track between connection to South Line double track and Union Depot yard must be made with caution, not exceeding 6 miles per hour and be governed by signals from Tower 66, entering and leaving Union Depot.

Westward trains enroute Union Depot use Eastward track from crossover to junction switch.

All trains approaching crossover between Santa Fe and El Paso streets, and junction switch to Union Depot connection, will be governed by Rule 98. Normal position of switch at East end of double track, just East of Campbell street at Mile Post "0" for Eastward trains.

Anapra is initial and terminal station for South Line trains on El Paso Subdivision—South Line. Time at El Paso Union Passenger Depot, Tower 6 and El Paso Octavia Street, Pacific Lines, govern movement only between those points.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
103	Any Station	Receive	Yuma	
103	Any Station	Discharge		East of El Paso

DOUGLAS SUBDIVISION

BISBEE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 188 Ore	SECOND CLASS 184 Local	Distance from San Francisco		Auto. Block Signals	Time Table No. 5 November 14, 1926 STATIONS	Distance from El Paso	THIRD CLASS 183 Local	THIRD CLASS 187 Ore
	Leave Daily	Leave Daily Except Sun.						Arrive Daily Except Sun.	Arrive Daily
WYPBKC	2.55PM	10.10AM	1085.0	TO-R		BISBEE JUNCTION	239.1	10.55AM	4.10PM
	3.10	10.20	1088.3			3.2 CORTA	242.3	10.45	3.54
25 YWP	3.25PM	10.30AM	1089.8	R	Auto. Block Signals	1.5 DON LUIS	243.8	10.35AM	3.48PM
W			1090.8			1.0 GALENA	244.8		
WPC			1091.7			0.9 LOWELL	245.7		
KPB			1092.9	TO		1.2 BISBEE	246.9		
	Arrive Daily	Arrive Daily Except Sun				(7.8)		Leave Daily Except Sun.	Leave Daily
	(0.30) 9.40	(0.20) 14.10				Time Over District Average speed per hour		(0.20) 14.10	(0.22) 12.81

East leg of wye at Bisbee Junction is main track of Bisbee line.
Both east and west wye switches at Don Luis will be kept lined for Don Luis yard.
Only Nos. 188 and 184 register at Don Luis.

DOUGLAS SUBDIVISION

BISBEE BRANCH LOWELL CUT OFF

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 5 November 14, 1926 STATIONS	Distance from El Paso
	1088.3		CORTA	242.3
	1089.6		1.3 WARREN (Spur)	243.6
PWC	1091.7	R	1.5 LOWELL	245.7
			(2.8)	
			Time Over District Average speed per hour	

HACHITA SUBDIVISION

COCHISE-DOUGLAS BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 170 Mixed	Distance from San Francisco		Time Table No. 5 November 14, 1926 STATIONS	Distance from El Paso and distance from Cochise	SECOND CLASS 169 Mixed
	Leave Mon. Wed. Fri.					Arrive Tues. Thurs. Sat.
WFYTBKPC Yard	s 7.25AM	1107.0	TO-R	DOUGLAS	217.1	s 4.40PM
17	f 8.17	1104.1		19.5 McNEAL	234.6	s 3.40
13	f 8.33	1098.5		5.6 ELFRIDA (Spur)	240.2	f 3.22
7		1097.0		1.5 SPARKS (Spur)	241.7	
6	f 8.43	1095.2		1.8 WEBB (Spur)	243.5	f 3.15
31 WYP	8.53 s 9.40	1092.3	TO-R	2.9 KELTON S. P. R. R. Crossing	246.4 28.4	3.05 s 2.27
14	f 10.05	1085.4		6.9 MIDWAY	21.5	f 2.05
96 YP	s 10.22	1079.7	TO	5.7 PEARCE	15.8	s 1.45
24 WP	f 10.48	1071.4		8.3 SERVOSS	7.5	f 1.15
48 BKFYP	s 11.15AM	1063.9	TO-R	7.5 COCHISE	0.0	s 12.45PM
	Arrive Mon. Wed. Fri.			(59.7)		Leave Tues. Thurs. Sat.
	(3.50) 15.57			Time Over District Average speed per hour		(3.55) 15.24

HACHITA SUBDIVISION

COURTLAND BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 178 Mixed	Distance from San Francisco		Time Table No. 5 November 14, 1926 STATIONS	Distance from El Paso	THIRD CLASS 179 Mixed
	Leave Tues. Thurs.					Arrive Tues. Thurs.
31 WYP	s 2.30PM	1092.3	TO-R	KELTON	246.4	s 3.01PM
37 Y	f 2.38	1095.4		2.8 GLEESON JCT.	249.2	f 2.53
32 YP	s 2.45PM	1097.1		1.7 COURTLAND	250.9	s 2.46PM
	Arrive Tues. Thurs.			(4.5)		Leave Tues. Thurs.
	(.15) 18.00			Time Over District Average speed per hour		(.15) 18.00

HACHITA SUBDIVISION

GLEESON BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 176 Mixed	Distance from San Francisco		Time Table No. 5 November 14, 1926 STATIONS	Distance from Cochise	THIRD CLASS 177 Mixed
	Leave Mon. Wed. Fri.					Arrive Mon. Wed. Fri.
31 WYP	s 9.00AM	1092.3	TO-R	KELTON	28.4	s 9.38AM
24	f 9.08	1095.5		3.2 HOLMES	31.6	f 9.30
48 YP	s 9.18AM	1098.5		3.0 GLEESON	34.6	s 9.20AM
	Arrive Mon. Wed. Fri.			(6.2)		Leave Mon. Wed. Fri.
	(0.18) 20.66			Time Over Dstrict Average speed per hour		(0.18) 20.66

Westward trains are superior to trains of the same class in the opposite direction.

HACHITA SUBDIVISION
LORDSBURG-HACHITA, AND CLIFTON BRANCHES

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 174 Mixed	Distance from San Francisco		Time Table No. 5 November 14, 1926	Distance from El Paso	SECOND CLASS 175 Mixed
	Leave Daily			STATIONS		Arrive Daily
WFYBKFCP Yard	6.00AM	1206.3	TO-R	HACHITA	117.8	s 12.30PM
				6.5		
9	f 6.20	1179.2		BAKER (Spur)	124.3	f 11.50AM
				10.7		
59 WP	f 6.49	1168.5		BROCKMAN	135.0	f 11.21
				10.6		
61	f 7.14	1157.9		ROBERT	145.6	f 10.57
				9.6		
67	f 8.00	1148.3		OIL SIDING	155.2	f 10.30
				1.0		
I		1147.3		S. P. R. R. CROSSING	156.2	
				0.2		
58		1147.5		NORTH LINE JUNCTION	156.4	
				1.2		
WPYTBKFC Yard	s 9.15 10.20	1148.3	TO-R	LORDSBURG	157.6	10.10 s 9.30
				9.8		
57	f 10.55	1156.2		VEITCH	165.1	f 8.57
				9.1		
49 P	f 11.15	1165.3		SUMMIT	174.2	f 8.38
				5.5		
37	f 11.30	1170.8		FOSTER	179.7	f 8.23
				5.4		
44	f 11.45	1176.2		THOMSON	185.1	f 8.08
				4.7		
11	f 11.55AM	1180.9		FRANKLIN	189.8	f 7.55
				3.4		
83 WP	¶s 12.35PM	1184.3	TO	DUNCAN	193.2	s 7.46
				2.6		
19	f 12.43	1186.9		FOX	195.8	f 7.33
				5.7		
63	f 12.57	1192.6		SHELDON	201.5	f 7.19
				6.5		
48	f 1.15	1199.1		YORK	208.0	f 7.01
				6.1		
75 WP	f 1.34	1205.2		GUTHRIE	214.1	f 6.42
				4.6		
35 P	f 1.51	1209.8		SOUTH SIDING	218.7	f 6.25
				1.6		
19	f 1.56	1211.4		NORTH SIDING (Spur)	220.3	f 6.20
				2.8		
49 P	f 2.06	1214.2		SMELTER	223.1	f 6.10
				2.1		
WTPBKC Yard	s 2.20PM	1216.3	A.B.S. { TO-R	CLIFTON	225.2	6.00AM
	Arrive Daily			(109.7)		Leave Daily

Automatic Block Signals Clifton extend between M. P. 225.42 and 224.80. Derails and fouling points on connecting tracks are not connected to signals.

	174		175
Time Over District	(8.20)		(6.30)
Average speed per hour	13.16		16.87

Attention is called to Lordsburg being on North Main Line. Movements between North Line Junction and Lordsburg must be made under Rule 99. Nos. 174 and 175 stop at Muir, Mile Post 142 for passengers.

HACHITA SUBDIVISION
VALEDON BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 5 November 14, 1926 STATIONS	Distance from El Paso
67	1148.3	OIL SIDING	155.2
		3.2	
9	1150.1	SHAKESPEARE (Spur)	158.2
		0.6	
5	1150.7	LAWRENCE (Spur)	158.8
		0.5	
Yard P	1151.2	VALEDON	159.3
		(4.3)	

Yard limits of Oil Siding include Valedon Line.

DOUGLAS SUBDIVISION
TOMBSTONE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 166 Mixed	Distance from San Francisco		Time Table No. 5 November 14, 1926	Distance from El Paso	SECOND CLASS 165 Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
79 FWYPKB	2.05PM	1048.2	TO-R	FAIRBANK	275.9	s 3.57PM
				9.0		
WY 32	s 2.32PM	1057.5	TO-R	TOMBSTONE	284.9	3.30PM
	Arrive Daily Ex. Sunday			(9.0)		Leave Daily Ex. Sunday

	166	165
Time Over District	(0.27)	(0.27)
Average speed per hour	20.00	20.00

EL PASO SUBDIVISION
DEMING-HERMANAS, AND TYRONE BRANCHES

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 172 Mixed	Distance from San Francisco		Time Table No. 5 November 14, 1926	Distance from El Paso	SECOND CLASS 171 Mixed
	Leave Wed. Only			STATIONS		Arrive Wed. Only
122 WYP	8.20AM	1230.9		HERMANAS	93.2	s 4.45PM
				9.1		
46	f 8.43	1228.7		TOMERLIN	102.7	f 4.13
				6.2		
4	f 8.58	1222.5		MIDWAY (Spur)	108.9	f 3.55
				6.0		
31	f 9.12	1216.5		HONDALE (Spur)	114.9	f 3.40
				10.0		
162 YP		1207.0		NORTH LINE JUNCTION	124.9	
				1.0		
Yard PWYBKC	s 9.40 9.48	1208.0	TO-R	DEMING	125.9	3.10 s 2.55
				2.6		
		1206.7		S. P. R. R. CROSSING	124.6	
				0.2		
	9.58AM	1206.9		WHITNEY JUNCTION	124.8	2.45PM
				33.3		

Trains be governed by Time Table of the A. T. & S. F. Railway Company, Whitney Jct.—Burro Mtn. Jct.

Capacity of Sidings in Car Lengths	172	Distance from San Francisco		STATIONS	Distance from El Paso	171
Y	11.00AM	1240.2	R	BURRO MTN. JCT.	158.1	1.20PM
				11.0		
50	11.53AM	1251.2		MILL SPUR	169.1	12.45
				1.5		
56 Y	s 12.05PM	1252.7		TYRONE	170.6	12.15PM
	Arrive Wed. Only			(80.9)		Leave Wed. Only

	172	171
Time Over District	(3.45)	(4.30)
Average speed per hour	21.56	17.96

Movement North Line Junction to Deming station must be made as required by Rule 99, when main track used.

DOUGLAS SUBDIVISION
FT. HUACHUCA BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 160 Mixed	SECOND CLASS 162 Mixed	Distance from San Francisco		Time Table No. 5 November 14, 1926	Distanco from El Paso	SECOND CLASS 161 Mixed	SECOND CLASS 159 Mixed
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
70 KWYP	5.05PM	2.25PM	1058.8	TO-R	LEWIS SPRINGS	265.3	s 2.00PM	s 4.45PM
					10.1			
28	f 5.30	f 2.50	1068.9		GARDEN CANON	275.4	f 1.35	f 4.20
					3.1			
35 YBC	s 5.40PM	s 3.00PM	1072.0	TO-R	FT. HUACHUCA	278.5	1.25PM	4.10PM
	Arrive Daily Ex. Sunday	Arrive Daily			(13.2)		Leave Daily	Leave Daily Ex. Sunday

	160	162	161	159
Time Over District	(0.35)	(0.35)	(0.35)	(0.35)
Average speed per hour	22.62	22.62	22.62	22.62

DOUGLAS SUBDIVISION
BENSON-FAIRBANK BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 186 Mixed	Distance from San Francisco		Time Table No. 5 November 14, 1926	Distance from El Paso	SECOND CLASS 185 Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
Yard WFYPBKC	7.30AM	1032.6	TO-R	BENSON	295.7	s 4.30PM
				5.5		
9	f 7.45	1038.1		ST. DAVID (Spur)	290.2	f 3.48
				1.7		
20 P	s 8.40	1039.8	TO	CURTISS	288.5	s 3.38
				2.6		
13	f 8.50	1042.4		LAND	285.9	f 3.28
				6.1		
	f	1048.5		CONTENTION (No Siding)	279.8	f
				2.1		
P	s 9.10AM	1046.4		BENSON JCT.	277.7	3.10PM
	Arrive Daily Ex. Sunday			(18.0)		Leave Daily Ex. Sunday

	186	185
Time Over District	(1.40)	(1.20)
Average speed per hour	10.80	13.50

Apache Powder Co. Spur M. P. 288.7 Nos. 186 and 185 stop for passengers.

Nos. 185 and 186 between Benson Junction and Fairbank do mixed train work in conection with same trains on Benson-Fairbank Branch.

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 172 is superior to No. 171, No. 166 is superior to No. 165, No. 162 is Superior to No. 159.

BOWIE SUBDIVISION
GLOBE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 5 November 14, 1926	Distance from Bowie	FIRST CLASS			SECOND CLASS
	142 Local Freight	**46** Passenger	**152** Tonto	**48** Passenger					**47** Passenger	**45** Passenger	**151** Tonto	**141** Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard KBW YPFC	8.00AM	1.30PM	3.55AM		1098.4	TO-R	BOWIE	0.0	s 11.00AM		s 12.01AM	5.45PM
Yard	8.05				1098.7		0.8 NORTH YARD	0.8				5.40
P	8.25	f 1.49	4.14		1107.4		8.7 ESCALA	9.5	f 10.35		11.40PM	5.15
P		f 1.57	4.23		1112.5		5.1 ARKILL	14.6	f 10.27		11.32	
WP	8.55	f 2.05	4.31		1117.8		5.3 TANQUE	19.9	f 10.19		11.24	4.45
P	9.20	f 2.18	4.44		1125.1		7.3 HAECKEL	27.2	f 10.08		11.13	4.20
P	**9.55**	s 2.33	4.57		1132.6	TO	7.5 SOLOMON	34.7	s **9.55**		11.00	4.04
		f			1135.3		2.7 LONE STAR	37.4	f			
WP	10.45	s **2.49**	s 5.10		1137.5	TO	2.2 SAFFORD	39.6	s 9.45		s 10.52	**2.49**
P	11.20AM	s 2.59	5.17		1140.6	TO	3.1 THATCHER	42.7	s 9.32		10.44	2.15
		f 3.04			1143.1		2.5 CENTRAL	45.2	f 9.25			
YP	12.10PM	s 3.13	f 5.26		1145.6	TO	2.5 PIMA	47.7	s 9.20		f 10.36	1.47
P	12.15	f 3.16			1146.7		1.1 DUBLIN	48.8	f 9.16			1.40
		f 3.20			1148.9		2.2 GLENBAR	51.0	f 9.12			
P	12.30	f 3.28	5.39		1153.0		4.1 CORK	55.1	f 9.05			1.25
		f 3.31			1154.8		1.8 ASHURST	56.9	f 9.02			
P	**1.10**	s 3.41	5.49		1159.8	TO	4.5 FT. THOMAS	61.4	s 8.54		10.14	**1.10**
CWFP	1.25	s 3.51	f 5.57		1164.2		4.9 GERONIMO	66.3	s 8.44		f 10.06	12.55
P	1.40	f 4.00	6.08		1170.1		5.9 BYLAS	72.2	f 8.33		9.56	12.40
P	1.55	f 4.12	6.20		1176.8		6.7 CALVA	78.9	f 8.21		9.44	12.25
P	2.10	f 4.24	6.32		1183.8		7.0 NACHES	85.9	f 8.08		9.32	12.05PM
WP	2.25	s 4.39	s 6.46		1190.4	TO	6.6 SAN CARLOS	92.5	s 7.55		s 9.18	11.50AM
P		f 4.53	6.59		1197.2		6.8 PERIDOT	99.3	f 7.41		9.04	
WP	2.54	s 5.01	7.07		1201.0		3.8 RICE	103.1	s 7.34		8.57	11.15
P	3.10	f 5.15	**7.21**		1207.8		6.8 REPPY	109.9	f **7.21**		8.45	10.50
o Siding		f 5.19			1209.5		1.7 GILSON	111.6	f 7.11			
WP	3.25	f 5.29	7.35		1213.5		4.0 CUTTER	115.6	f 7.03		8.34	10.35
P	3.50	f 5.43	7.51		1219.3		5.8 PINAL	121.4	f 6.49		8.22	10.13
ard KBWFTP	4.05PM	s 6.00	s 8.00AM	s 5.20AM	1221.5	TO-R	2.2 GLOBE	123.6	s 6.40	s 7.21PM	8.15PM	10.00AM
o Siding					1222.1		0.6 DOMINION	124.2				
o Siding		s		s	1222.5		0.4 LIBRARY	124.6				
					1222.8		0.3 U. G. CO.	124.9				
		f 6.08		f 5.27	1224.0		1.2 HAMM	126.1	f 6.29	f 7.13		
					1225.3		1.3 KINGDON	127.4				
		f 6.14		f 5.33	1226.2		0.9 RADIUM	128.3	f 6.23	f 7.07		
		f 6.17		f 5.36	1227.3		1.1 BURCH	129.4	f 6.20	f 7.04		
		f 6.21		f 5.40	1229.3		2.0 KISER	131.4	f 6.16	f 7.00		
		f 6.24		f 5.43	1230.2		0.9 WARRIOR	132.3	f 6.13	f 6.57		
o Siding		f 6.28		f 5.47	1231.0		0.8 HILL ST.	133.1	f 6.09	f 6.53		
ard YP		s 6.33PM		s 5.51AM	1231.9	TO-R	0.9 MIAMI	134.0	6.05AM	6.48PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(134.00)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(8.05) 15.29	(5.03) 26.53	(4.05) 30.26	(0.31) 20.12			Time Over District Average speed per hour		(4.55) 27.25	(0.33) 18.90	(3.46) 32.51	(7.45) 15.94

BOWIE SUBDIVISION
GLOBE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 5 November 14, 1926 STATIONS	Distance from Miami
Yard WYP	1231.9	TO-R	MIAMI	0.0
	1233.0		1.1 INSPIRATION JCT.	1.1
	1234.2		1.2 LIVE OAK	2.3
			(2.3)	

Inspiration Junction to Tunnel Warehouse: 0.71 miles. Live Oak Line included in Miami yard limits

BOWIE SUBDIVISION
AMSTER BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 5 November 14, 1926 STATIONS	Distanse from Globe
Yard CKBWFTP	1221.5	TO-R	GLOBE	0.0
16	1220.7		0.8 AMSTER JCT.	0.8
15	1225.2		4.7 GARDNER	5.5
15	1225.3		0.1 McGAW	5.6
12	1225.4		0.1 AMSTER	5.7
			(5.7)	

McGaw—Derailer on Tracks leading to Right and Left. Amster Line included in Globe yard limits.

DOUGLAS SUBDIVISION
CALABASAS BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	2d CLASS	Distance from San Francisco		Time Table No. 5 November 14, 1926	Distance from Calabasas	SECOND CLASS
	168 Mixed					**167** Mixed
	Leave Tues. Thurs. Sat.			STATIONS		Arrive Mon. Wed. Fri.
47 PWFYKB	4.20PM	1048.2	TO-R	FAIRBANK	60.0	s 1.00PM
		1051.7		0.7 S. P. R. R. CROSSING	59.3	
15	f 4.37	1057.0		5.3 BROOKLINE	54.0	f 12.33
39	s 4.54	1062.5		5.5 CAMPSTONE	48.5	s 12.17PM
35 PW	s 5.30	1073.8		11.3 ELGIN	37.2	s 11.43AM
6	f	1076.0		2.2 CANELO	35.0	f
39	s 6.02	1082.1		6.1 SONOITA	28.9	s 11.22
	f	1088.4		6.3 ASHBURN (No Siding)	22.6	f
37	f 6.30	1092.0		3.6 CRITTENDEN	19.0	f 10.55
38 W	s 6.45	1095.1	TO	3.1 PATAGONIA	15.9	s 10.47
5		1098.3		3.2 FLUX (Spur)	12.7	f
29	f 7.00	1098.6		0.3 FARALLON	12.4	f 10.32
14	f 7.04	1099.4		0.8 BLOXTON	11.6	f 10.28
18	f 7.13	1102.0		2.6 SANFORDS	9.0	f 10.16
	f	1104.9		2.9 FULLERS RANCH (No Siding)	6.1	f
31 YP	s 7.55PM	1111.0	R	6.1 CALABASAS	0.0	9.40AM
	Arrive Tues. Thurs. Sat.			(79.5)		Leave Mon. Wed. Fri.
	(3.35) 16.74			Time Over District Average speed per hour		(3.20) 18.00

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 46 is superior to No. 45, No. 48 is superior to No. 47; and No. 152 is superior to No. 47.

All trains and engines must move on Globe Branch main track, between East switch of North Yard, and passenger station, at Bowie, with caution, expecting to find main track occupied, without flag protection.

Trains 167 and 168 stop on signal at Perrin Trust Ranch House 2.8 miles East of Canelo.

Junction switch of Rio Grande Division at Calabasas will be set and locked for the Tucson Division, Nogales Line.

TUCSON { FOLLOWING IS SHOWN IN TUCSON DIVISION TIME TABLE NO 92 AND RIO GRANDE DIVISION TRAIN AND ENGINEMEN WILL BE GOVERNED ACCORDINGLY.

All trains and engines stop before passing over railroad crossing of T. & N. Line and South Line tracks. After stopping, if route is known to be clear, proceed not exceeding 8 miles per hour, complying with Rule 14 (B).

Trains and yard engines must stop and be preceded by a flagman before crossing Congress St., South Yard, Tucson.

Trains and engines must move between South Yard Jct. and South Line Jct. which is all within Tucson yard limits, with caution expecting to find main track occupied without flag protection.

All trains and engines must move on Nogales Branch Main track, between South Line crossing and North Yard, Tucson, including both legs of wye, with caution expecting to find main track occupied without flag protection.

Rio Grande Division crews delivering train in South Yard will return to North Line Yard via South Line crossing and T. & N. main track.

Sufficient hand brakes must be set on west end and east end (not less than 15 and 10 respectively) of all freight trains arriving North Yard, Tucson. These brakes must be set with assistance of brake club after train has stopped in yard and brakes set commencing at west end of train or cut. Anyone releasing any of these brakes will be held responsible to see that there are as many others set to replace them. Sufficient hand brakes must also be set to hold cars in South Yard, Tucson.

Two (2) hand brakes must be set on the head and two (2) on the rear end of passenger trains arriving at Tucson, these brakes to be set on cars which are not to be disturbed in switching the train.

Conductors of all trains entering South Yard, will also allow Forms 2809 to accompany their train to South Yard and turned over to Car Inspectors in that yard. If car men not on duty, place form in coupler on the rear end of rear car in train.

Automatic block signal 9846 Nogales Branch near T. & N. R. R. Junction, Tucson, will indicate proceed when switches are lined up for movement from Nogales Branch to westward Main Track.

Westward trains, except first class, must not pass crossover switch near automatic home signal 9851 east end Tucson Yard, without proceed signal from yardman.

Trains and yard engines, entering the Tucson Passenger Station Yard from T. & N. Line, except yard engines making up trains, must stop at car sheds, and not proceed until a proceed signal has been received from yardman. Other trains and engines must not pass through the Puzzle Switch located opposite yard office without receiving a signal from yardman.

EASTWARD GILA SUBDIVISION WESTWARD

SOUTH LINE

Car Capacity of Sidings			Distance from San Francisco	Time Table No. 92 November 14, 1926 STATIONS	Distance from El Paso		
P			982.8	SOUTH LINE JCT.	341.9		
				1.7			
PCW Yard			984.5	SOUTH YARD	340.2		
				2.0			
P			986.5	SOUTH LINE CROSSING	338.2		
				2.0			
P 85			988.5	ALDONA	336.2		
				1.9			
P			990.4	SOUTH YARD JCT.	334.3		
				(7.6)			

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco.

F. E. Adams	Tucson
G. F. Van Sickle	Tucson
Wm. Baird	Yuma
E. M. Mather	Nogales
Davidson, G. D., Co.	El Paso, Texas
C. A. Sheldon	Phoenix. Ariz.
Cubitto Jewelry Co.	Globe, Ariz.
Phelps-Dodge Mercantile Co.	Douglas, Ariz.
Tossell, W. P., & Sons	Deming, N. M.
Backstein, Ferdinand	Clifton, Ariz.
Gilman, L. L.	Bisbee, Ariz.
Codding, B. S.	Lowell, Ariz.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

RULE 10 (H) and Maintenance of Way **RULE 1015** are amended to read one-half (½) mile instead of one-quarter (¼) mile for distances at which yellow signals are to be placed in advance of track or structure over which speed of train must be restricted.

RULE 14. At junction points when recalling flagman on diverging route use:
Four (4) long and one (1) short sounds of steam whistle to recall flagman from the west.

Five (5) long and one (1) short sounds of steam whistle to recall flagman from the east.

RULE 72. Westward trains, using a section of double track as single track under Form D-S, are superior to trains of the same class in the opposite direction.

RULE 83 (A). Only the trains indicated will register:

Trains originating and terminating at { Benson Cochise Deming
Fairbank Lewis Springs Anapra

RULE 83 (B). Trains may register by ticket at open train order office as follows: Mescal, Bisbee Jct. (main line trains), Anapra.

RLUE 83 (C). Extra trains will register by ticket at Mescal and Anapra.

RULE 83 (D). Trains must obtain a clearance card before leaving Bowie, Deming, Globe; also Calabasas Line trains at Fairbank, and Clifton Line trains at Lordsburg.

RULE 93. YARD LIMITS.—Are defined by yard limit signs at the following stations:

Tucson
Benson
Bowie
Lordsburg
Deming
Fairbank
Lewis Springs
{ Bisbee Jct.
Bisbee
Douglas
Hachita
Columbus
El Paso
Tyrone
Oil Siding
Clifton
Safford
Globe
Miami

RULE 98. The following railroad crossings and junctions are not interlocked:

North Line Jct.—All trains will approach with caution.
Kelton—All trains will approach with caution.
Anapra—All trains will approach with caution.

Fairbank—Gate located on Calabasas Branch at crossing with South Line, west of Fairbank, is locked across Calabasas Branch Line. South Line trains will not stop when gate is in normal position, but will reduce speed to ten miles per hour when approaching and passing over crossing. Calabasas Branch trains will stop, open gate, and proceed with caution, and return gate to normal position.

RULE D-151. Westward trains use No. 1 track, eastward trains use No. 2 track between west switch Mescal, Mile Post 1023, and Puzzle Switch located in front of Yard Office, Tucson Yard.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high.

RULE 820. Enginemen working on territory covered by SP Enginemen's Agreement who have had less than 610 days actual experience as enginemen in freight service, and less than 60 days experience on the division, must not be used in passenger service. When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district, and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle engine next to train, experienced men to handle leading engine.

Enginemen working on territory covered by Agreement former EP&SW System will be governed by Article 28, Sections 8 and 9 of EP&SW Agreement.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 876. Standing air brake tests must be made by freight trains at:

Mescal. (Eastward North Line)
Dragoon
Steins
Sonoita
Amster
Pinal
Cutter
Kelton
Gleeson
Courtland
North Siding moving east
South Siding moving west

AUTOMATIC SIGNALS

Signals on the North Line will display indications in the lower quadrant as outlined in book of Operating Rules.

Signals on the South Line and the Lordsburg-Hachita, Clifton and Bisbee Branches will display indications in the upper quadrant as follows:

Home Signals

"Arm extended at right angles to the Signal Mast by day and in addition red light by night indicates STOP."

"Arm extended upward at an angle of 90 degrees by day and in addition green light by night indicates—PROCEED."

Distant Signals

"Arm extended at right angles to the Signal Mast by day and in addition yellow light by night indicates—CAUTION."

"Arm extended upward at an angle of 90 degrees by day and in addition green light by night indicates—PROCEED."

Last paragraph Rule 509 will apply on double track between west switch at Mescal and Tucson, except when trains are running against the current of traffic by train order authority second paragraph of Rule 509, reference to single track operation, must be observed by such trains.

Distant signal 10205 east of Amole and distant signal 3074 west of Catalina have been taken down and discontinued.

Anapra:

Train order office is at the east end of crossover. This is 950 feet east of east switch of siding on North Line and 1850 feet east of east switch of siding on South Line.

Eastward trains, unless they receive clear train order signal or hand signal given from train order office, will stop to clear initial switch for westward trains at the sidings.

Benson Jct.:

Eastward Benson-Fairbank Branch trains will stop at telephone booth 800 feet west of Benson Jct., before entering block signal circuit, and procure clearance card from the operator at Fairbank, when on duty, before occupying main track, regardless of position of semaphore No. 2776. Trains, moving onto main line, will do so in accordance with Rule 99.

Benson-Fairbank Branch trains, while waiting for main line trains, must not occupy track between block signal limit sign and Benson Jct. switch.

INTERLOCKING

Mescal:

Interlocking signals at Mescal on South Line tracks will display indication in the upper quadrant namely: Arm extended upward at angle of 90 degrees by day and in additon green light by night—PROCEED. Arm extended at right angle to mast by day and in addition red light by night—STOP.

Signals on North Line are standard signals showing indication in lower quadrant. Light signals are also used.

Interlocking Limits between home signals governing East Switch of east crossover and west switch of west crossover on South Iine, and home signals governing East switches and West switches of sidings on North Line. All switches within these limits are controlled by Towerman in Telegraph Office, with the exception of switch leading from North Siding to Cinder Track and to Spur Track and from South Siding to both legs of Wye and to West end of Coal Track.

Derail on East end of Coal Track is electrically locked and it will be necessary for trainmen using this switch to call Tower by telephone and request Towerman to unlock derail, after which it will be thrown by hand. Also, switch at east end of Coal track is a hand throw switch and must not be used until permission is secured from Towerman to unlock derail.

Interlocking Rules 600 to 678 govern operation of this plant, with the exception of Rule 628, which is modified as follows:

"Telephones connected with Tower have been provided in boxes at convenient points adjacent to switches, and where yellow hand signals cannot be seen trains stopped will call Towerman by Telephone, advising him of route, and secure his approval for throwing switches by hand in the event that the electrical appliance controlling switches is inoperative."

To throw switches by hand, after securing authority from Towerman, crank will be secured from metal container, locked with a switch lock, on side of concrete battery booth. On end of switch mechanism driving shaft is a cap secured by switch lock. This Cap must be removed and crank inserted, grinding switch or switches over until they lock to the route desired, after which Towerman can clear signal if in working order. If not, he will issue instructions to train to proceed with caution. After train has passed over switches, switches must be re-lined, caps on mechanism must be restored and crank replaced in container.

Whistle Signals as follows:

Eastward trains enroute North Line—— o
Eastward trains enroute South Line o o ——
Eastward trains for South Siding o —— o
Eastward trains South Siding to North Line o o —— o
Eastward trains from South Siding to South Line o —— o o
Westward trains from North Siding to double track —— o o ——
Westward trains North Line enroute double track o —— ——
Westward trains North line enroute North Siding o o —— ——
Westward South Line trains enroute double track —— o ——
Westward trains from South Line through East Crossover and North Line to double track o —— —— o
Secure route from Towerman for movements not covered by above.

Attention is called to the fact that trains must receive a signal entering the Interlocking limits and also leaving the Interlocking limits, as well as intermediate signals when moving from one track to the other inside interlocking limits.

Interlocking (Contd.)

End of double track and beginning of North Line single track is at east switch of west crossover. Beginning of South Line single track is at east switch of east crossover.

Westward North Line trains will take North Siding and Eastward trains will take South Siding, when required to use siding, and will be governed by Rule 98-A.

Interlocking signals at Deming, on Deming-Hermanas Branch, and at Lordsburg, on Lordsburg-Hachita Branch, will display indication in the upper quadrant namely: Arm extended upward at angle of 90 degrees by day and in addition green light by night—PROCEED. Arm extended at right angle to mast by day and in addition red light by night—STOP.

There are no caution signals in advance of home signals at Deming, on Deming-Hermanas Branch, and at Lordsburg, on Lordsburg-Hachita Branch.

Lordsburg:

Railroad crossing is approximately one mile west of Lordsburg on North Line. Normal position of signals and derails governing plant are proceed for North Line trains. Instructions, posted in tower, will govern Lordsburg-Hachita Branch trains. Trainmen will handle levers.

If signals are stop for North Line trains, flagman must go ahead at once to examine derails, and levers in tower. Normal position of levers 1-3-7-12, for movement on North Line, is reverse position, as indicated by manipulation chart in front of machine. If flagman knows that route is clear, he will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Deming:

Railroad crossing is approximately one mile west of Deming on North Line. Normal position of signals and derails governing plant are proceed for North Line trains. Instructions, posted in tower, will govern Deming-Hermanas Branch trains. Trainmen will handle levers. If signals are stop for North Line trains, flagman must go ahead at once to examine derails and levers in tower. Normal position of levers 1-5-7-12, for movement on North Line, is reverse position, as indicated by manipulation chart in front of machine. If flagman knows that route is clear, he will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Slag:

End of Double track interlocked.
Main track movements in either direction with current of traffic ———
Main track movements in either direction against current of traffic ———o

El Paso—Tower 6:

Connections at Tower 6, EL PASO, have been changed to provide a split switch arrangement from former E. P. & S. W. Railway (now Pacific Lines) tracks to the G. H. & S. A. Railway tracks, instead of the rigid frog crossing.

New double track connections from the E. P. & S. W. to the G. H. & S. A. tracks on the east side are approximately 1,000 feet east of former location.

Interlocking limits at Tower 6, El Paso, as follows: West of Tower 6 on G. H. &. S. A. tracks 610 feet; East of Tower 6, 1044 feet; On Union Depot connection from G. H. & S. A. tracks 773 feet east of Tower 6. On Pacific Lines tracks 882 feet east of Tower 6 on double track and 130 feet west and 310 feet east of Tower 6 on single track. Signals are being installed at the above points as fast as possible. All switches inside of interlocking limits shown will be handled by Towerman.

All trains must approach and pass through Interlocking limits with caution and be governed by Rules 628 and 663 of Rules and Regulations of the Transportation Department.

Whistle signals as follows:

Main track movements in either direction with current of traffic ———
Main track movements in either direction against current of traffic ———o
G. H. & S. A. Union Depot connection, from any direction o o ———
South Line main track East and West ——— ——— ——— ———
South Line connection to and from Union Depot ——— ——— ———

The two crossovers three hundred feet east of South Line connections at Tower 6 are outside of interlocking limits and switches must be left lined for South Line main tracks.

El Paso—Tower 66:

Main track movements in either direction with current of traffic ———
Main track movements in either direction against current of traffic ——— o
G. H. & S. A. from any point to Union Depot o o ———
South Line to and from Union Depot ——— ——— ———

El Paso—Tower 47:

Main track movements in either direction with current of traffic ———
Main track movements in either direction against current of traffic ———o
North lead, Eastward o———
North lead, Westward o o ———
South lead Eastward ——— o ———
South lead, Westward o o ——— ———
To T. & P. main track ——— ——— ———
To T. & P. Transfer ——— ——— ——— ———
To old E. P. & N. E. Yard o o o ———
To South Line Yard o ——— o

STAFF SYSTEM

Staff machines are located in Telegraph Office Slag (at east end of Rio Grande River Bridge) and in Telegraph office at Anapra. Staff Rules, of the Rules and Regulations of the Transportation Department, effective January 1st, 1923, govern the movement of trains through this block between Slag and Anapra. Rule 704 is modified and position of train order signal will govern movement. Enginemen will call for train order signal in the usual manner.

SLAG,WESTWARD; Train order signal in Stop position: Trains must not pass telegraph office.

Train order signal in Proceed position: Trains approach telegraph office reducing speed sufficiently for enginemen to secure staff from staff operator.

ANAPRA, Eastward Train order signal in Stop position: Trains must not pass initial switch for westward trains at sidings.

Train order signal in Proceed position: Trains approach telegraph office reducing speed sufficiently to permit enginemen to secure staff from staff operator.

Westward trains at Slag and Eastward trains at Anapra not receiving proceed signal with train order semaphore, when called for, must obtain a clearance card in addition to staff when delivered, which must show numbers of train orders, if any, for such trains.

AIR BRAKES AND TRAIN INSPECTION.

3 Passenger trains will make running air test as prescribed by Rule 16, of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1926. as follows:

NORTH LINE:
Eastward and westward at Mescal and Steins.
Westward at Dragoon.

SOUTH LINE: Westward at Mescal.

GLOBE BRANCH: Eastward and westward at Pinal.

5 Freight trains on descending grade will make a stop of five minutes to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen will inspect engines:

Vail (North and South Lines)   Pantano
Mescal (North Line Eastward)   Sibyl   Cochise or Hado
Luzena   Vanar   Strauss
Patagonia   Huachuca

6 Freight train tonnage must not exceed an average of 130 Ms per operative brake: Pinal to Globe, and Pinal to Cutter.

USE OF RETAINERS

10 Trainmen on freight trains will use retainers on grades in accordance Rules 55 and 56, of "Rules and Regulations Governing Air Brakes, etc., effective May 1, 1926" as follows:

Conductor and engineman after consulting may use necessary retainers on train of less than 100 Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack action.

Freight trains, with more than 100 Ms per operative brake, will use 15 to 20 retainers on head end, and with more than 120 Ms per operative brake will use all available retainers:

Mescal to Benson   Steins to Vanar   Sibyl to Benson.

Freight trains will use all available retainers:

Pinal to Cutter   Live Oak to Miami
Pinal to Globe   Amster to Globe.

11 Freight trains, using retainers on any grade of over one percent, will run not to exceed twenty-five miles per hour, and where such grade is more than five miles in length will run not to exceed twenty miles per hour for any one mile of the first three miles.

The above maximum speed restriction will not apply on heavier grades and other locations, where the maximum is otherwise provided.

13 Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air pump, will use fifty percent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air pump, will use all retainers Don Luis to Bisbee Junction and fifty percent of retainers Bisbee Junction to Forrest, if train stops at Forrest. But, if train does not stop at Forrest, train will use fifty percent of retainers from Bisbee Junction to Calumet.

MISCELLANEOUS

14. Conductors of eastward trains must call at Mescal telegraph office as quickly as possible after arrival when train order signal in stop position.

15. Attention of fireman is directed to necessity calling attention of engineers to automobiles approaching from left side at highway crossings. This to permit engineer to sound a second warning the same as is done when automobiles or vehicles are noticed approaching on engineer's side.

Engineers must sound road crossing whistle twice approaching all important highway crossings.

16 Helpers will couple ahead of twenty-five percent of tonnage of train; or if all headend cars, just ahead of caboose; or if steel frame caboose, to rear of caboose.

17 Helper must not couple to, or uncouple from train, while train is in motion.

18 Trainmen, handling passenger equipment in freight trains, must place such equipment next to caboose, provided rear end freight cars in train will permit.

Trainmen must place wooden underframe flat cars next to caboose, and not between loads.

20 Engine crews, using coal burning engines, must keep ashpans closed while running, and dump cinders only at water columns or coaling stations, except in case of emergency. Crews dumping cinders must thoroughly wet same with squirt hose and must know that fire is entirely extinguished, before departing, except that, when cinderman is available, such employe will wet cinders and remove from the tracks. At all South Line coal chutes (which are constructed of wood), engines must be moved a safe distance before dumping cinders, to prevent fire.

21 Employes must not move coal dump cars at coal chutes, until they know that hoppers are properly fastened.

24 Passenger trains helping freight trains, to avoid doubling of freight trains or to place freight trains on siding, must uncouple passenger engine from passenger equipment, before starting movement.

25 Trains, leaving a stretch of continuously blocked-signaled track, will leave a fusee near the last signal, as it is possible a train is following less than ten minutes. Conductor and enginemen, with a train leaving a stretch of continuously blocked-signaled track, having knowledge from any source whatsoever that the preceding train is less than ten minutes ahead, will space themselves at the last signal in accordance with Rule 91.

27 Trainmen and enginemen must not exchange friendly salute by hand or lantern when meeting or passing trains. Hazard of accident obtains in such practice due to danger of mistaking salute for signal or signal for salute.

28 Passing siding capacity, in car lengths, is computed as follows: Allow for the two distances from points of switches to clearance points by deducting 450 feet from total length of track and divide remaining length by 46 feet (basic length of box car).

29 In left hand margin of timetable, letter "f" designates fuel oil station, letter "c" designates coaling station, and letters "fc" designate both oil and coaling station.

30 Mile Posts South Line: Distance from El Paso. Mile Posts Globe Branch: Distance from Bowie, except Amster Line, distance from Globe. Mile Posts Cochise-Douglas Branch: Distance Cochise to Gleeson and Douglas to Courtland. Mile Posts are now being changed so that South Main Line will show distance from San Francisco instead of from El Paso.

EL PASO TERMINAL

35 El Paso Terminal, consisting of the El Paso Division, Texas and Louisiana Lines, and the Rio Grande Division, Pacific Lines, is operated jointly. Eastward North Line trains, moving with current of traffic, may proceed to Pacific Lines Yard, or Eastward South Line trains, moving with current of traffic, may proceed to either the GH&SA Yard or the Pacific Lines Yard via the icehouse crossover and GH&SA track to Tower 6, provided proper routes are lined up through Interlocking plant and they comply with Rule 98 at unprotected crossovers and junctions. Trains, moving with current of traffic in the opposite direction, may proceed under the same conditions.

36 Trains, within El Paso City limits, will run not to exceed twenty miles per hour, and between Tower 66 and Campbell Street not to exceed ten miles per hour, and over grade crossings not to exceed ten miles per hour.

37 What is known as ice house crossover, is track connecting South Line and eastward track of North Line at M. P. 3.2 South Line and M. P. 831.3 North Line. Trains must approach junction switches with caution.

38 Passenger trains, entering or leaving Union Passenger Depot Yard, will do so with caution. They will use eastward track from Union Passenger Depot Yard connection to crossover at Tower 6 on G. H. & S. A. Ry. track. and must not exceed 6 miles per hour.

39 Trains on South Line double track between El Paso Pacific Lines freight yard and Tower 6, including trains to and from Union Depot, will keep to right. Movement of all trains on track between connection to South Line double track and Union Depot yard must be made with caution, not exceeding 6 miles per hour and be governed by signals from Tower 66, entering and leaving Union Depot. Westward trains enroute Union Depot use eastward track from crossover to junction switch.

All trains approaching crossover between Santa Fe and El Paso streets, and junction switch to Union Depot connection, will be governed by Rule 98. Normal position of switch at east end of double track, just east of Campbell street at Mile Post "0", for Eastward trains.

40 Double track North Line extends from Octavia Street, G. H. & S. A. Railway, El Paso, to East end Rio Grande River Bridge (Slag). Double track South Line extends from Octavia Street, Pacific Lines Freight Yard, El Paso, to Tower 6. On double tracks, North and South Line, in limits shown above, trains may run extra moving with current of traffic, without running orders, but must obtain clearance card before commencement of trip if an operator is on duty. Second class and inferior trains and engines may run ahead of first class trains between these points without train order authority, but must not occupy main track when it will cause delay to a first class train. Movement against current of traffic, or on single track, between these points, must be made only under flag protection: except as provided for westward passenger trains arriving and leaving Union Depot and westward freight trains leaving El Paso G. H. & S. A. Ry. (Octavia St.) yard.

41 Westward trains from El Paso Freight yard G. H. & S. A. Ry. (Octavia St.) will use eastward track from connection at Mesa Ave. to Santa Fe street crossover.

42 The G. H. & S. A. Ry. connection with the A. T. & S. F. Ry. crosses the west lead of the Union Passenger Depot tracks. Trains must know that this crossing is clear before using it.

Eastward trains must approach A. T. & S. F. Ry. transfer switch, opposite Union Passenger Depot, with caution, expecting to find yard engine occupying eastward main track, between A. T. & S. F. Ry. transfer switch and cross-over at east end of Union Passenger Depot yard.

43 Trainmen, on trains entering El Paso Terminal, on both the GH&SA Ry. and the South Line, will remain on top of train in their proper position, until train clears Campbell Street.

44 Yard engine will take passenger equipment from train No. 8 at west end of double track and place same at Union Passenger Depot. Freight equipment will not pass through Union Passenger Depot Yard.

Yard engine will take passenger equipment for train No. 7, from Union Passenger Depot, and place same on rear of train at end of double track.

45 South Line is not equipped with highway crossing gates at El Paso. Trains will flag crossings at El Paso, Santa Fe, Oregon, Mesa, Stanton, Kansas and Campbell streets, sending flagmen ahead before crossing. Speed of trains over crossings is ten miles per hour in El Paso city limits to comply with City Ordinance.

Engines handling back-up equipment or yard engines handling passenger or freight equipment, or any train or engine other than trains heading in or out of El Paso, will make stop before crossing Oregon and Stanton streets sending flagmen ahead and will not proceed until signal is given by flagman.

El Paso yardmen will flag the following crossings when using track between East Yard and International Brick Company, which is located on what is known as "River Track":

Dallas Street Crossing —Eastward
Basset Avenue —Eastward and Westward
Magoffin Avenue —Eastward and Westward
Myrtle Avenue —Eastward and Westward
Texas Street —Eastward and Westward
East San Antonio Street—Eastward and Westward

DERAILERS IN MAIN TRACK

50 Globe and Amster Branches—Live Oak and McGaw.
Derailers on sidings and spurs indicated by sign attached to switch stand.

NORTH LINE

51 Restrictions on use of locomotives in yard tracks are as follows:

Benson —Engines larger than consolidation class will not use following tracks:
  South house track east of road crossing.
  Switch off scale track to wye.
  Oil spur.
  EP&SW yard and wye.
  NM&A Main track, wye track and yard tracks. Except that in case of emergency, 2-10-2 Mt. and Mikado class engines may turn on NM&A wye, provided they head onto east leg of wye, and make backup moves on old NM&A main track and west leg of wye. This means that only engines headed west can use wye to turn.

Cochise—Engines larger than consolidation will not use ore platform track.

Willcox—Engines must be kept off spur track leading from stock track.

Bowie —Engines must be kept off oil spur east of west end of pump house.

Steins —Crusher tracks cannot be used.

Deming—Engines larger than consolidation must not use Continental Oil spur.
  2-10-2 and Mt. class engines will not use following tracks: Team No. 2, wye and those tracks south of yard track No. 5. They must not exceed six (6) miles per hour when using any other track at Deming except Main track.
  Old EP&SW wye connecting EP&SW with AT&SF cannot be used.

Lordsburg—A and N M wye cannot be used.

52 Helper engines, when cut in train Mescal to Benson, will not work steam except to assist in starting train; except that they may work steam approaching Chamiso to avoid slack action.

Helper engines must shove trains over Mescal summit before shutting off.

59 Coal Hoist set up on coaling track at Benson must not be moved until it has been lowered to standard clearance and properly secured.

60. Freight trains using north siding at Mescal when local passenger trains are due, must cut passageway to allow passengers to and from trains.

62 Trainmen, on westward trains using the south siding Benson, will set sufficient hand brakes on rear of train to hold slack, until the engine takes slack when starting.

63 Engines, with westward freight trains, at Benson, will not proceed beyond home signal in middle of yard, for the purpose of taking water at water column, unless it is known that an eastward train is not moving on main track. Westward trains must give eastward trains ample room account heavy grade.

64 West end of Track No. 2 at Benson, or the extension, must be left clear for helper movements.

68 Roundhouse lead switch at Bowie yard must be left lined for the lead at all times when not in use.

69 Trains on siding must not block Bowie coal chute. Engines, arriving on main or branch line, will proceed to coal chute for coaling and fire cleaning, and will return to train or proceed to roundhouse track, immediately after coaling and cleaning is done.

72 Westward trains doubling into Steins will leave head portion on siding, and see that derail is in normal position.

74 When eastward trains hold main track at Lordsburg the derailer at east switch must be left in normal position unless engine returns to train.

76 An underground air connection, across Gold Avenue at Deming, is in service so that trains can retain air pressure in brake pipe while crossing is cut.

77 House Track at Deming must be kept clear between east switch and Gold Ave.

78 Trainmen must leave a space of at least two cars on Interchange track opposite water column near coal chute Deming, to permit cinderman to move cinders from main track to cinder pit.

82 Water column at Akela must be turned toward the east after taking water to lessen possibility of wind blowing spout across the track.

85 When mail clerks on Trains Nos. 1 and 104 have bulky or fragile parcel post to put off at Aden, train will stop at mail crane, 1200 feet west of station building.

SOUTH LINE

90 Restrictions on use of locomotives in yards and sidings are as follows:

Engines, larger than consolidation class, can not use following tracks, account curvature:

Lewis Springs—West leg of wye.
Naco —Old wye spur.
Bisbee Jct. —Crossover between ore track and Bisbee Pocket.

Consolidation and larger engines must not exceed six (6) miles per hour in the A&NM yard at Hachita.

91 Trains will only take water at Antelope when absolutely necessary, and then only a sufficient amount to take them to the next water station.

Westward freight trains will take full tank of water at Rodeo and Eastward freight trains take only sufficient water at Apache to take them to Rodeo.

This, in order to favor the water supply at Antelope and Apache all possible. Westward trains take no more water at Cazador than necessary to make Douglas.

93 Highway crossing two hundred feet east of station at Marsh must be kept open.

97 Counterbalance arm on oil column Fairbank will not clear man on side of car when in position to take oil.

Trains must not take oil on siding while trains are passing on main track, or take oil on main track when trains are using siding.

98 Train crews and other employes must keep Hereford siding extension clear for trains meeting and passing, except when loading stock or loading and unloading company material.

100 Trains setting out cars on North Siding Naco leave an opening of about five car lengths in each direction from the Main highway road crossing, and also from the second crossing east of Naco passenger station.

101 Trains will not occupy the Ore Track at Bisbee Junction during the time that the Ore Train is working between Bisbee Junction and Don Luis.

103 The loading bin on Paul's Spur will not clear man on top or side of car, and will not clear box car or locomotive.

105 Train order office at Douglas is in Yard Office at 17th Street.

107 Flagman will precede engine and flag crossings in Douglas as follows:
  All street crossings on Queen track.
  On Nacozari lead, Park crossings just east of 14th Street, 14th Street crossing, and both crossings of 16th Street when bell is inoperative.
  Crossing on No. 1 track, lead to acid loading station and crossing on No. 2 track, lead to calcine or miscellaneous track, at C&A smelter.

113 No. 103 will reduce speed to permit express messenger to put off newspaper shipments at the following points:

Noria, Mount Riley, Malpais, Victorio, Chiricahua.

114 Trains switching Anapra Sand Spur will hold on to at least fifteen cars to avoid engine being put on sharp curve.

117 Reduce speed and keep lookout for drifted sand and caving banks Rio Grande Tunnel and Mastodon.

BENSON-FAIRBANK BRANCH

119 Trains switching at the Apache Powder Company's plant must observe following precautions:
  Crews must keep a sharp lookout for vehicles, and movements must not exceed 6 miles per hour over crossings.
  Engines will whistle and sound bell for crossing near Apache Powder Co. office.
  Flagman will precede engine or cars over main highway crossing, just beyond main line switch leading into plant.

CALABASAS BRANCH

121 The following bridges are present standard:

1045C	San Pedro	1st Crossing	1099F	Sonoita	9th Crossing
1054C	Babacomari	2nd Crossing	1100A	Sonoita	10th Crossing
1095C	Sonoita	4th Crossing	1103B	Sonoita	11th Crossing
1096E	Sonoita	5th Crossing	1110A	Sonoita	14th Crossing

The following are light capacity and loading is limited to cars of 100,000 pounds capacity with their usual loads and locomotives as follows:

Eight Wheel Engines with not more than 70,000 pounds on drivers.

Ten Wheel and Mogul engines with not more than 100,000 pounds on drivers.

Twelve Wheel and Consolidation Engines with not more than 125,000 pounds on drivers.

Two new trestles just East and West of 1051C.

1051C	San Pedro	2nd Crossing	1097E	Sonoita	7th Crossing
1055D	Babacomari	3rd Crossing	1098A	Sonoita	8th Crossing
1067B	Babacomari	4th Crossing	1104D	Sonoita	12th Crossing
1085A	Sonoita	1st Crossing	1108C	Sonoita	13th Crossing
1097B	Sonoita	6th Crossing			

The loads specified above are all that will be permitted.

122 Oil cars of over 7,500 gallons capacity and low cars weighing over 161,000 lbs. gross cannot be handled between Sonoita and Calabasas.

123 Class C-18 and heavier type of engines must not use the following tracks in Bisbee District:

Denn Spur tracks,
High Line tracks consisting of Holbrook Lumber tracks,
Shattuck Spur tracks,
Gardner High Line including Irish Mag,
Czar loading Spur,
Gardner Mill Spur,
Sacramento Hill rip track,
Briggs Spur tracks,
Cole track,
All spur tracks to old Oliver Mine.

BISBEE BRANCH

124 2-10-2 and Mikado type engines must not use tracks in the Bisbee District, east of Don Luis. Such engines, using tracks in Don Luis Yard or wye at Don Luis, must not exceed six miles per hour.

125 Employes will keep both east and west wye switches at Don Luis lined for Don Luis Yard.

126 Engines should not push trains between Bisbee Junction and Don Luis, unless absolutely necessary.

127 Cars or trains must not block track No. 1 Don Luis.

128 Road engines must not take water at Don Luis. Engines making side trip to Don Luis must take full tank of water before leaving Bisbee Junction.

COCHISE-DOUGLAS BRANCH

131 Overhead ore unloading tipple, spur track Holmes, will not clear man on side or top of cars.

Engines and high cars must not pass under this tipple.

132 Trains flag road crossings east of Germania shaft and street crossings on Humboldt Line at Courtland.

133 Consolidation engines, larger than C-18 Class, must not use mine tracks at Pearce, Gleeson and Courtland.

Trains will not exceed 10 miles per hour through connection between EP&SW and AE tracks at Kelton.

GLOBE BRANCH

134 Piledriver S. P. M. W. 2534 will not clear water spouts on Globe Branch.

135 Train crews must use care at Live Oak and on Amster Branch, account heavy grade and impaired clearance.

136 Freight trains must not head into tracks of West Yard, Globe.

137 Train crews will use back-up hose when delivering cars to O. D. Co. transfer.

138 Trains will stop at Solwico crossing; flagman precede train and flag crossing.

139 Eastward trains will stop at Library, clear of public road crossing, account obscure view.

140 Flagman will precede train or engine and flag crossings, before train or engine crosses, at Mills Street, Latham Boulevard and junction of Adonis and Keystone Avenues, Miami.

Train or engine, approaching these streets, will reduce speed to permit flagman to perform above duties, without stopping train, if possible.

CLIFTON BRANCH

143 Engines will take a full tank of water at Guthrie. Engines out of Clifton will be given sufficient water to reach Guthrie.

144 Tunnels between 220.9 and M. P. 223.3 are numbered 1 to 6, consecutively, from Clifton. Trains will approach Tunnel No. 6 with caution.

145. Three rail tracks between east terminus Clifton yard and Smelter. P. D. Company trains will protect against Southern Pacific trains. Southern Pacific trains will move with caution.

146 Engines, using main lead in lower yard at Smelter, will sound whistle when approaching crossings, at both east and west end of converter building.

147 Eastward passenger trains will stop at Center Street, Clifton, to discharge passengers, when requested to do so by such passengers. Westward trains will not stop at this point.

TYRONE BRANCH

150 Train crews must use care account heavy grade and impaired clearance.

151 Trolley wires over tracks leading to mine at Tyrone, and poles supporting trolley wires, extend from a point 500 feet east of coal track, eastward o mine, do not clear man on top or sides of car. Tracks leading to mine, witch back, and lumber track can not be used. Track under ore bin can not e used by locomotives and box cars. Switching movements on tracks under rolley wires must not exceed six (6) miles per hour.

152 Due to heavy grade at Tyrone, crews will not place cars on house rack between freight house platform and house track switch, nor on team rack between a point 200 feet from end of track and team track switch, the atter point being designated by a white post.

153 Shed covering concentrator filter located on scale track lower side of ill at Tyrone, will not clear a man on top of car.

SPEED RESTRICTIONS

Maximum speed of passenger trains is 60 miles per hour, and freight and mixed trains 5 miles per hour subject to restrictions as shown elsewhere.

ages	Between	Passenger	Freight or Mixed	Engines or Motor Cars Backing	Motors or Engines Backing thru Yards and over Highway Crossings
7-8	Chiricahua-El Paso	60	35	20	10
4-5	Lordsburg-Strauss	60	35	20	10
2-3	Tucson-Lordsburg	50	35	20	10
4-5	Strauss-Rio Grande	50	35	20	10
6-7	Mescal-Chiricahua	50	35	20	10
10	Benson Jct.-Benson	25	25	15	10
10	Tombstone-Fairbank	20	20	15	10
10	Ft. Huachuca-Lewis Spgs	25	25	15	10
11	Fairbank-Patagonia	35	25	15	10
11	Patagonia-Calabasas	35	20	15	10
9	Bisbee-Bisbee Jct.	30	20	15	10
9	Corta-Lowell	20	20	15	10
9	Cochise-Douglas	25	25	15	10
10	Hachita-Clifton	40	30	15	10
10	Hermanas-Deming	30	25	15	10
10	Burro Mtn. Jct.-Tyrone	20	20	15	10
11	Bowie-Miami	40	30	20	10
	Interlocking Limits,				
	Lordsburg and Deming	30	30	15	10
	Mescal over Switches	15	15	15	10
	Cross-overs and turn-outs	8	8	8	8

SPEED OF LIGHT ENGINES	Running Forward	Running Backward
ogul	45	20
ikado	40	20
ountain	50	20
nsolidation—Class C-18 and C-19	40	20
nsolidation—Class C-20, C-21, C-22, and C-23	35	20
10-2 Type	35	20

Passenger trains must not exceed 40 miles per hour on curves of six deees, and 30 miles per hour on curves of 7 to 10 degrees.

Engines, running light, must not exceed freight train speed, unless otherse directed.

Engines, pushing cars ahead, must not exceed 20 miles per hour.

Yard engines, in service, must not exceed 20 miles per hour.

Relief trains, with steam derricks, must not exceed 25 miles per hour on gent track, and will observe other speed restrictions for freight trains.

Trains handling loaded ore dump cars, must not exceed 25 miles per hour.

TW-3, 2-10-2 Type F1, F3, F4 and F5, Consolidation, and Mikado class gines must not be used in passenger service, except in case of emergency. hen so used, TW-3 and 2-10-2 class Type F3, F4 and F5 must not exceed ight train speed, and 2-10-2 class Type F1, Consolidation and Mikado class gines must not exceed 45 miles per hour.

Passenger trains will run not to exceed 35 miles per hour and freight trains to exceed 25 miles per hour over crossovers between North and South Lines Anapra and over switch at South Yard Jct.

Through station limits at Columbus and Rodeo passenger trains will not exd thirty (30) and other trains twenty (20) miles per hour.

NORTH LINE

Reduce Speed Between	Passenger	Freight
M. P. 983.9 and 986.0 Tucson Yard	15	10
M. P. 1004.3 and 1010.4 5 and 10 degree curves	30	20
M. P. 1012.6 and 1014.0 5, 6, 7 and 10 degree curves	30	20
M. P. 1016.8 and 1019.0 5, 6 and 10 degree curves	30	20
M. P. 1020.6 and 1021.3 5 and 6 degree curves	40	30
M. P. 1030.9 and 1031.3 5 degree curves	45	30
M. P. 1031.6 and 1034.0 Benson Yard	30	20
M. P. 1033.6 over San Pedro River Bridge	30	20
M. P. 1037.0 and 1039.8 5, 6, 7, 9 and 10 degree curves	30	20
M. P. 1044.5 and 1045.1 6 and 10 degree curves	30	20
M. P. 1047.5 and 1048.7 5 and 6 degree curves	40	30
M. P. 1050.7 and 1050.9 6 degree curve	40	30
M. P. 1069.0 and 1079.0	35	25
M. P. 1074.3 and 1075.3 City Limits Willcox	30	30
M. P. 1099.6 over East Sw. Train Yard, Bowie	15	10
M. P. 1122.5 and 1122.6 6 degree curve	40	30
M. P. 1124.6 and 1128.7 5, 6, 7, 9 and 10 degree curves	30	20
M. P. 1149.1 over East Sw. Train Yard, Lordsburg	15	10
M. P. 1207.9 over Gold Avenue Crossing, Deming	8	8
M. P. 1283.6 and 1284.4 5 degree curves	45	30
M. P. 1286.9 and 1287.4 5 degree curves	45	30
M. P. 1289.4 over Crossover Anapra between North and South Lines	35	25
M. P. 1291.6 and 1292.7 5 degree curves Except	45	30
M. P. 1291.9 Eastward Trains over Brickland Switch	20	20

SOUTH LINE

Reduce Speed Between	Passenger	Freight
M. P. 990.2 over South Yard Jct. Switch 333.9	35	25
M. P. 1047.8 S. P. R. R. Crossing 276.2	10	10
M. P. 1053.5 and 1053.8 7 degree curve 270.7 270.2	35	25
M. P. 1068.7 and 1068.9 4 degree 30 min. curve 255.4 255.1	45	30
M. P. 1080.9 West switch Naco Yard for Eastward 243.2 Trains	20	20
West switch Naco Yard for Westward Trains	40	30
M. P. 1080.8 and 1081.0 5 degree curve 243.3 243.1	45	30
M. P. 1088.7 and 1089.2 Approaches to, and 235.4 234.9 Crook Tunnel	25	15
M. P. 1090.1 and 1091.7 5 degree curves 234.0 232.4	45	30
M. P. 1092.7 and 1093.1 6 degree curve 231.4 231.0	40	30
Douglas Passenger Station and 16th Street	10	10
16th Street and Cochise-Douglas Branch Sw., Douglas	30	20
M. P. 1115.1 and 1117.0 5 and 6 degree curves 209.0 207.1	40	30
M. P. 1118.8 and 1120.7 5 and 6 degree curves 205.3 203.4	30	20
M. P. 1121.8 and 1124.2 4, 5 and 6 degree curves 202.3 199.9	30	20
M. P. 1124.4 and 1126.1 6 degree curves 199.7 and 198.0	40	30
M. P. 1139.7 and 1140.2 Reverse curves 184.4 183.9	45	30
M. P. 1164.6 and 1164.7 5 degree curve 159.5 159.4	45	30
M. P. 1166.2 and 1167.8 5 degree curves 157.9 156.3	45	30
M. P. 1169.0 and 1169.1 4 degree curve 155.1 155.0	45	30
M. P. 1184.2 and 1184.6 4 degree curve 139.9 139.5	45	30

SOUTH LINE—Continued.

Reduce Speed Between	Passenger	Freight
M. P. 1229.1 and 1229.3 5 degree curve 95.0 94.8	45	30
M. P. 1230.7 Deming Hermanas Branch Switch 93.4	40	30
M. P. 1243.5 and 1244.1 4 degree curves 80.6 80.0	45	30
M. P. 1266.0 and 1266.2 4 degree curve 58.1 57.9	45	30
M. P. 1283.5 and 1283.7 5 degree curve 40.6 40.4	45	30
M. P. 1291.8 and 1292.0 5 degree curve 32.3 32.1	45	30
M. P. 1314.3 and 1315.4 5 degree curves 9.8 8.7	45	30
M. P. 1317.1 over Crossover Anapra between North and South Lines 7.0	35	25
M. P. 1317.5 and 1319.3 4 and 5 degree curves 6.6 4.8	45	30
M. P. 1319.3 and 1319.7 Approaches to and 4.8 4.4 Rio Grande Tunnel	15	15
El Paso City Limit Board and Tower 6	20	20
Tower 6 and El Paso Union Depot	6	
Tower 6 and Octavia Street		10

GLOBE BRANCH

Reduce Speed Between	Passenger	Freight
M. P. 32.6 and 32.8	40	25
City Limits, Safford and Pima	15	10
M. P. 90.6 and 91.1	20	20
M. P. 91.9 and 92.3	30	20
M. P. 93.2 and 93.5, 94.5 and 94.8, M. P. 108.2 and 108.6	40	25
M. P. 108.9 and 109.7	30	20
M. P. 118.0 and Globe East City Limit	30	20
Broad Street Crossing and Passenger Station, Globe	6	6
O. D. High Line	10	10
Globe and Amster	15	15
M. P. 125.7 and 126.0	40	25
M. P. 126.5 and 128.2	30	20
M. P. 128.2 and 128.6	40	25
M. P. 129.2 and 129.5	30	20
M. P. 131.3 and 131.7	40	25
Miami Yard Limits and Live Oak	15	15

CLIFTON BRANCH

Reduce Speed Between	Passenger	Freight
Clifton and M. P. 211.3	20	20
M. P. 211.3 and Duncan	30	25
Duncan and Hachita	40	30
Curves between M. P. 202, 202.5, M. P. 204.3 and 204.4	20	20
Curves between M. P. 206.6 and 207.4 (York Canyon)	20	20
Gila River Bridge M. P. 213.8	10	10
Smelter and Clifton eastward, Oil Siding and Valedon	15	15

BISBEE BRANCH

Reduce Speed Between	Passenger	Freight
East leg of wye Bisbee Jct.	10	10
Naco Highway, Don Luis North and east legs of wye	6	6
Lowell and Corta	20	20
Corta and Bisbee Jct Ore Train		18

CALABASAS BRANCH

Reduce Speed Between	Passenger	Freight
M. P. 1053 and 1055B	20	20
1085A and M. P. 1088	20	20
1097E and 1200 feet east M. P. 1109	20	15
1099 and 1101 with caution account rocks falling		

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27	51	1.11
8	7.30	22	2.43	32	1.52	42	1.25	52	1.9
10	6	23	2.36	33	1.49	43	1.23	53	1.8
12	5	24	2.30	34	1.45	44	1.21	54	1.7
15	4	25	2.24	35	1.42	45	1.20	55	1.6
16	3.45	26	2.18	36	1.40	46	1.18	56	1.4
17	3.31	27	2.13	37	1.37	47	1.16	57	1.3
18	3.20	28	2.8	38	1.34	48	1.15	58	1.2
19	3.9	29	2.4	39	1.33	49	1.13	59	1.1
20	3	30	2	40	1.30	50	1.12	60	1.0

LOCOMOTIVES TO BE USED ON BRANCH LINES ARE AS FOLLOWS:

Ft. Huachuca Branch	C-18 class and lighter engines.
Tombstone Branch	C-18 class and lighter engines.
Cochise-Douglas Branch	C- 8 class and lighter engines.
Globe Branch	C- 8 class and lighter engines.
Clifton Branch	C- 8 class and lighter engines.
Tyrone Branch	C- 8 class and lighter engines.
Benson-Fairbank Branch	C- 8 class and lighter engines.
Deming-Hermanas Branch	C- 8 class and lighter engines.
Lordsburg-Hachita Branch	MK-8 class and lighter engines.
Calabasas Branch	Eight wheel engines with not more than 70,000 pounds on drivers.

Ten wheel and Mogul engines with not more than 100,000 pounds on drivers.

Twelve wheel and consolidation engines with not more than 125,000 pounds on drivers.

Exception: In case of detoured business heavier engines may run not to exceed 20 miles per hour over Deming-Hermanas and Lordsburg-Hachita Branches.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS—POUNDS

CLASS	All Steel	Steel Underframe	Wood
Baggage	96,200		77,900
Baggage (Dynamo)	101,800		
Baggage and Mail—60 ft.	97,800		
Baggage and Mail—69 ft.	124,900		
Baggage and Mail		97,800	78,800
Baggage and Passenger			66,800
Baggage—C. M. & St. P.	125,000		
Express Refr.—N. P. R. R.		74,000	60,000
Express Refr.—G. N. R. R.			70,000
Express Refr.—A. R. E. 40-154		78,000	
Express Refr.—A, R. E. 155-224		89,000	
Express Refr.—A. R. E. 500-506		110,000	
Express Refr.—A. R. E. 1101-1175		85,000	
Express Refr.—P. F. E. 500-799		83,000	
Tea and Silk			48,000
Express—Horse	130,000		96,200
Postal—40 ft.	71,800		
Postal—60 ft.	113,800		
Club	135,300	121,400	
Business	178,500	141,600	114,200
Business—C. M. & St. P.	141,000		
Chair	99,200		84,300
Coaches—60 ft.	101,200		
Coaches—71 ft.	138,200		
Coaches—72 ft. (Suburban)	119,900		
Coaches—C. M. & St. P.	133,000		
Coaches			75,300
Dining	150,400	143,400	130,600
Observation	144,000	128,100	121,700
Pullman Observation	148,000	142,000	
Pullman Parlor	150,000	142,000	
Pullman Standard Sleeper	158,000	145,000	
Pullman Tourist		133,000	
C. M. & St. P. Tourist Sleeper	141,000		

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure in Pounds
A-1	3000 to 3009	63	45120
A-2	3022	64	44500
F-2	3600	45	45200
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140
MK-4	3216 to 3230, 3232 to 3235	49	45560
MM-2	4200 to 4211	56	46300
T-6	2187, 2190, 2194, 2200° 2203, 2204, 2205	50	22740
T-6	2197, 2208	45	24110
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2330, 2342, 2343, 2352	54	46220
TW-2	2946, 2948 to 2953	43	25860
TW-4	2926 to 2931	44	26000
P-11	3100 to 3109	61	39350
C-18	3400 to 3409	51	31780
C-19	3410 to 3426	54	32290
C-20-21	3440, 3444, 3445, 3449	51	36100
C-22-23	3450, 3451, 3452, 3469	55	36180
MK-7-8-9	3300, 3309, 3310, 3314, 3315, 3324	57	46200
F-4-5	3668 to 3717, 3718 to 3763	40	45910

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

DISTRICT	Ruling Grades and Curves		
	Per Cent Grade	Degrees Curve	Equivalent Grade
Tucson to Lordsburg	1.40	10.00	1.43
Lordsburg to El Paso	1.00	5.00	1.20
Benson to Nogales	1.20	10.00	1.20
El Paso to Lordsburg	0.60	5.00	0.60
Lordsburg to Tucson	1.40	10.00	1.40
Nogales to Benson	1.42	10.00	1.40
Tucson to Douglas	1.00	7.00	1.00
Douglas to Hachita	1.00	6.00	1.00
Hachita to El Paso	1.00	5.00	1.00
El Paso to Hachita	1.00	5.00	1.00
Hachita to Douglas	1.00	6.00	1.00
Douglas to Tucson	1.00	7.00	1.00
Fairbank to Tombstone	2.50	8.00	2.50
Lewis Springs to Fort Huachuca	2.86	7.30	2.86
Bisbee Jct. to Bisbee	2.50	10.00	2.50
Douglas to Cochise	1.50	9.00	1.50
Cochise to Douglas	0.65	9.00	0.65
Hachita to Clifton	1.95	15.00	2.56
Clifton to Hachita	1.98	15.00	2.40
Bowie to Globe	2.20	8.00	2.20
Globe to Miami	1.40	10.00	1.40
Miami to Globe	2.00	10.00	2.00
Globe to Bowie	2.30	8.00	2.30
Hermanas to Tyrone	2.00	10.00	2.00
Tyrone to Hermanas	0.90	10.00	0.90

LOCATION HOSPITAL STRETCHERS
HOSPITALS

GENERAL HOSPITAL,	S. P. Hospital	San Francisco, Cal.
DIVISION HOSPITALS,	Hotel Dieu	El Paso, Texas
	St. Mary's	Tucson, Ariz.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

EL PASO UNION DEPOT　EL PASO YARD OFFICE
DOUGLAS PASGR. STATION　DOUGLAS YARD OFFICE
TUCSON　BENSON　BOWIE　GLOBE
LORDSBURG　DEMING　BISBEE　HACHITA
FAIRBANK　BISBEE JCT.

Location	Physicians' and Surgeons' Names	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Tucson	Dr. C. A. Thomas	Division Surgeon.
Tucson	Dr. S. C. Davis	Division Surgeon.
Tucson	Dr. J. B. Littlefield	Assistant Surgeon.
Tucson	Dr. M. C. Comer	Oculist and Aurist.
Tucson	Dr. T. H. Cates	Assistant Oculist and Aurist.
Tucson	Dr. H. W. Fenner	Consulting Surgeon.
Benson	Dr. J. N. Morrison	District Surgeon.
Benson	Dr. R. E. Yellott	District Surgeon.
Cochise	Dr. J. B. Ellis	District Surgeon.
Pearce	Dr. Wm. Wood	District Surgeon.
Willcox	Dr. J. C. Wilson	District Surgeon.
Willcox	Dr. B. E. Briscoe	Assistant District Surgeon.
Bowie(No Surgeon	Bowie Drug Co.	Authorized First Aid.
Safford	Dr. J. N. Stratton	District Surgeon.
Pima	Dr. R. C. Dryden	District Surgeon.
San Carlos	Dr. C. H. Sawyer	District Surgeon.
Globe	Dr. Clarence Gunter	District Surgeon.
Globe	Dr. R. D. Kennedy	Assistant District Surgeon.
Globe	Dr. W. A. Holt	Consulting Surgeon.
Globe	Dr. B. G. Fox	Anesthetist.
Miami	Dr. C. M. Cron	District Surgeon.
Miami	Dr. J. E. Bacon	Assistant District Surgeon.
Miami	Dr. L. S. Wood	Oculist and Aurist.
San Simon	Dr. M. L. Alexander	District Surgeon.
Lordsburg	Dr. M. M. Crocker	District Surgeon.
Lordsburg	Dr. E. C. DeMoss	Assistant District Surgeon.
Lordsburg	Dr. C. P. Austin	Assistant District Surgeon.
Duncan	Dr. F. W. Butler	District Surgeon.
Clifton	Dr. W. R. Quinn	District Surgeon.
Clifton	Dr. Harold Gregg	Assistant District Surgeon (Temporary)
Deming	Dr. F. D. Vickers	District Surgeon.
Deming	Dr. J. G. Moir	Assistant District Surgeon.
Tyrone	Dr. Carl Hagan (Silver City)	Emergency Surgeon.
El Paso	Dr. R. L. Ramey	Division Surgeon.
El Paso	Dr. J. M. Richmond	Assistant Division Surgeon.
El Paso	Dr. S. F. King	Assistant Surgeon.
El Paso	Dr. H. H. Varner	Assistant Surgeon.
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon.
El Paso	Dr. J. M. Britton	Oculist and Aurist.
El Paso	Dr. F. S. Schuster	Assistant Oculist and Aurist.
El Paso	Dr. W. L. Brown (Service limited to co	Consulting Surgeon. nsultation with Division Surgeon.)
Columbus	Dr. L. S. Johnston	District Surgeon.
Columbus	Dr. S. S. Warren	Assistant District Surgeon.
Hachita	Dr. E. J. Thornberry	District Surgeon.
Douglas	Dr. L. J. Tuttle	District Surgeon.
Douglas	Dr. N. V. Alessi	Assistant District Surgeon.
Douglas	Dr. Geo. M. Dunne	Assistant District Surgeon.
Douglas	Dr. John Cook	Oculist and Aurist.
Bisbee	Dr. G. A. Bridge	District Surgeon.
Bisbee	Dr. H. J. French	Assistant District Surgeon.
Bisbee	Dr. A. E. Cruthirds	Oculist and Aurist.
Naco	Dr. B. C. Tarbell	District Surgeon.
Tombstone	Dr. H. H. Hugart	District Surgeon.
Nogales	Dr. N. F. Cheneweth	District Surgeon

MILEAGE MAIN LINE AND BRANCHES

Tucson to El Paso	S. P. R. R.	306.92	
	G. H. & S. A. Ry.	2.92	
Tucson to El Paso	E. P. & S. W. R. R.	333.34	
	E. P. & S. W. R. R. of Texas	4.50	
	E. P. & N. E. R. R.	.08	647.76
Polvo to South Yard Jct.	S. P. R. R.	2.20	
	E. P. & S. W. R. R.	.14	2.34
Total Main Lines			650.10
	Branches		
Amster	AERR—Amster Jct. to Amster		4.88
Benson-Fairbank	SPRR—Benson Jct., Nogales Branch to Benson, Initial Point EP&SWRR	.01	
	EP&SWRR—Benson, Initial Point EP&SWRR to Benson Jct.	17.56	17.57
Bisbee	EP&SWRR—Bisbee Jct. to Bisbee		8.03
Bisbee-Lowell Cutoff	EP&SWRR—Corta to Lowell via Warren		3.12
Calabasas	NM&ARR—End Track—Contention to Calabasas	61.67	61.67
Clifton	SPRR—Lordsburg to Initial Point A&NM RY	.03	
	A&NM Ry—Initial Point A&NMRR to Clifton	70.77	70.80
Cochise-Douglas	SPRR—Cochise to Initial Point AERR	.04	
	AERR—Initial Point AERR to Kelton	28.55	
	EP&SWRR—Kelton to Douglas	30.38	58.97
Commonwealth	AERR—Pearce to Commonwealth Mill		1.33
Courtland	EP&SWRR—Kelton to Courtland		4.60
Deming-Hermanas	SPRR—Deming to Initial Point EP&SWRR	.07	
	EP&SWRR—Initial Point EP&SWRR to Hermanas	32.39	32.46
Fort Huachuca	EP&SWRR—Lewis Springs to Fort Huachuca		14.30
Gleeson	AERR—Kelton to Gleeson		6.81
Globe	AERR—Bowie to Live Oak		136.08
Lordsburg	A&NM Ry—Lordsburg to Hachita		38.53
Tombstone	EP&SWRR—Fairbank to Tombstone		9.94
Tyrone	AT&SF Ry—Deming to Burro Mountain Jct.	33.65	
	B Mt RR—Burro Mountain Jct. to Tyrone	13.09	46.74
Valedon	A&NM Ry—Oil Siding to Valedon		3.66
Total Branches			519.49
Total Rio Grande Division			1,169.59

NORTH LINE

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
1114.2	San Simon	Water Tank Spout		Overhead and Side
1168.0	Separ	Water Tank Spout		Overhead and Side
1188.5	Gage	Water Tank Spout	Main & Siding,	Overhead and Side
1291.9	Brickland	Rock Walls and Bridge Pier	Brickland Spur,	Overhead and Side

SOUTH LINE

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
997.8	Rita	Water Crane	Main and Siding	Side
1012.9	Marsh	Coal Chute	Main and Coal Track	Side
		House Track Platform	House Track	Side
		Stock Pen Platform	House Track	Side
1024.5	Miramonte	Stock Chute Platform	Siding	Side
1028.6	Whetstone	Water Crane	Main and Siding	Side
1048.2	Fairbank	Water Crane	Main and Siding	Side
		Water Filling Stands	Siding and Water Track	Side
		Freight Platform	House Track	Side
1069.0	Hereford	Water Crane	Main and Siding	Side
		Freight Platform	House Track	Side
		Stock Pen Platform	Stock Track	Side
1080.9	Naco	Freight Platform	Spur Track to Naco, Mex.	Side
		Stock Pen Platform	Spur Track to Naco, Mex.	Side
1085.0	Bisbee Jct.	Water Crane	Main and Siding	Side
		Coal Chute	Main and Coal Track	Side
		Old Pump House	Coal Track	Side
		Coal Bin	Coal Track	Side
		Cinder Platform	Depressed Cinder Track	Side
1089.0	Crook Tunnel			Overhead and Side
1096.9	Forrest	Water Crane	Main and Siding	Side
		Loading Bin	Paul Spur	Overhead and Side
1107.0	Douglas	Buildings & Platforms	All Industry Tracks	Side
		Freight Station Platform	Nacozari Main	Side
		Stock Pen Platforms	Stock Track	Side
1121.1	Cazador	Water Tank		Overhead and Side
1130.6	Bernardino	Stock Pen Platform	Siding	Side
1147.1	Apache	Stock Pen Platform	Stock Track	Side
		Water Tank and Spout		Overhead and Side
1158.7	Rodeo	Coal Chute	Main and Coal Track	Side
		Water Tank and Spout		Overhead and Side
		Stock Pen Platform	Siding	Side
		Ore Platform	Siding	Side
		Freight Platform	House Track	Side
1175.9	Animas	Freight Platform	House Track	Side
1181.4	Antelope	Stock Pen Platform	Siding	Side
		Water Tank and Spout		Overhead and Side
1202.9	Minero	Ore Platform	Siding	Side
1206.3	Hachita	Tool House	West Leg Wye	Side
		Stock Pen Platform	Stock Track	Side
		Freight Platform	House Track	Side
		Ore Platform	Ore Loading Track	Side
		Coal Chute	Main and Coal Track	Side
		Coal Bin	Coal Track	Side
Caboose	Storage Shed	East Caboose Track,		Overhead and Side
230.9	Hermanas	Freight Platform	House Track	Side
250.3	Columbus	Freight Platform	Siding and House Track	Side
		Stock Pen Platform	Siding	Side
		Coal Chute	Main and Coal Track	Side
		Coal Bin	Coal Track	Side
263.6	Arena	Stock Pen Platform	Siding	Side
285.6	Mt. Riley	Water Crane	Main	Side
		Stock Pen Platform	Siding	Side
299.0	Noria	Stock Pen Platform	Stock Track	Side
		Coal Bin	Stock Track	Side
		Water Crane	Main and Siding	Side
308.9	Mastadon	Stock Pen Platform	Siding	Side
319.1	Bowen	Loading Chute	Siding	Side
		Rock Retaining Wall	Siding	Side
319.5	Rio Grande Tunnel			Overhead and Side
321.3	Overhead Bridge G. H. & S. A.			Overhead and Side
295.9	El Paso	Buildings & Platforms	Globe Mill Tracks,	Overhead and Side
		Building & Platform	Neff-Stiles Spur	Side
		Building	K. Z. & M. Spur	Side
	El Paso Pacific Lines Yard	Freight Station Platform	House Tracks	Side
		Freight Platform	Team Track	Side
		Auto Unloading Platform	Auto Track	Side
		Rock Loading Chute	Dudley & Orr Spur,	Overhead and Side
		Coal Bins	So. West Fuel Co. Spur	Side
		Water Crane	Main Shop Track	Side
	El Paso Shop Yard	Coal Chute	Coaling Track	Side
		Retaining Wall		
		Platform South Side Store House	Coal Chute Track, East End,	Side
	El Paso	Impaired Clearances both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power or high power trolley wires, exist on all tracks leading off of the River Track, and out of the old Northeastern Yard.		

BENSON-FAIRBANK BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
290.2	St. David	Freight Platform	Main	Side
		Sand Loading Platform	Siding	Side
288.5	Curtiss	Warehouse Platform	Apache Powder Co. Tracks	Side
		Coal Grinder House	Apache Powder Co. Tracks	Side
		Soda House	Apache Powder Co. Tracks	Side
285.9	Land	Freight Platform	Main	Side

CALABASAS BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
1048.2	Fairbank	Water Tank Spout		Overhead and Side
1051.9		Bridge over San Pedro River		Overhead
1055.3		Bridge over Babacomari Creek		Overhead
1067.4		Bridge over Babacomari Creek		Overhead
1073.8	Elgin	Water Tank Spout		Overhead and Side
1104.7		Bridge over Sonoita Creek		Overhead
1108.6		Bridge over Sonoita Creek		Overhead

TOMBSTONE BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
284.9	Tombstone	Sand Loading Platform	Siding	Side
		Two Ore Platforms	Siding	Side
		Freight Platforms	Siding	Side
		Ore Chute	Bunker Hill upper lead	Side
		Ore Platform	Bunker Hill lower lead	Side

FORT HUACHUCA BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
278.5	Ft. Huachuca	Freight Platform	Main and House Tracks	Side
		Government Structures		
		Oat Bin Platform and Coal Bin	Main Track	Side
		Repair Shop, Tool House, and Warehouse Platform	Commissary Track	Side

BISBEE BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
242.3	Corta	Impaired clearances, both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power wires, exist on all tracks, on the Bisbee Branch east of Corta, on both the Corta to Warren to Bisbee and Corta to Don Luis to Bisbee Lines.		
246.9	Bisbee			

COCHISE-DOUGLAS BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
28.4	Kelton	Water Tank and Spout		Overhead and Side
234.6	McNeal	Stock Pen Platform	Siding	Side

COURTLAND BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
250.9	Courtland	Freight Platform	Siding	Side

GLEESON BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
31.6	Holmes	Freight Platform	Siding	Side

GLOBE BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
19.9	Tanque	Water Tank and Spout		Overhead and Side
39.6	Safford	Water Tank and Spout		Overhead and Side
66.3	Geronimo	Water Tank and Spout		Overhead and Side
92.5	San Carlos	Water Tank and Spout		Overhead and Side
103.1	Rice	Water Tank and Spout		Overhead and Side
123.6	Globe	Bins and Powerhouse	River Track	Side
		Platforms & Buildings	House Track	Side
		Scale House	Tracks No. 4 and 6	Side
		Lumber Shed	Track No. 11	Side
123.6	Globe	Engine Shed, Fire hose House, and 4 oil stand pipes	Oil Track	Side
123.6	Globe	Warehouse	Solwico Spur	Side
134.0	Miami	Fence	Texas & Standard Oil Track,	Side
		Oil Tank & Coal Bins	Texas Oil Track	Side
136.2		Chute	Inspiration Spur	Side
	All Water Stations	Pile driver S. P. 2534 will not clear water spouts on Globe Branch		Overhead and Side

AMSTER BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
5.7	Amster	Ore Chute	S. & B. Mine Spur	Overhead and Side

CLIFTON BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
1148.3	Lordsburg	Passenger Station Roof	House Track	Overhead and Side
	A. & N. M. Yard	Freight Platform	House Track	Side
189.8	Franklin	Freight Platform and Stock Chute Platform	Siding	Side
193.2	Duncan	Ore Platform and Coal Bin	Siding	Side
		Freight Platform	House Track	Side
		Lumber Sheds and Trees	Lumber Spur	Side
		Water Crane	Main and Siding	Side
		Trees Through Station Grounds	All Tracks	Overhead and Side
195.8	Fox	Stock Pen Platform		Side
201.5	Sheldon	Freight Platform	Siding	Side
208.0	York	Freight Platform	Siding	Side
214.1	Guthrie	Concrete Platform	Main-West Switch	Side
		Gila River Bridge		Overhead and Side
		Water Crane	Main	Side
218.7	South Siding	Stock Pen Platform	Siding	Side
223.1	Smelter	Freight Platform	Siding	Side
		Buildings, platforms, overhead bridges and trolley wires	Yard Tracks	Overhead and Side
225.2	Clifton	San Francisco River Bridge		Overhead and Side
		Freight House Platform		Side
		Buildings, platforms, coal chute, water crane, etc.	Yard Tracks East of P. D. Co. Store	Overhead and Side
198 to 225.2		Rock Cuts		Side
220.3 to 225.2		Tunnels No. 1, 2, 3, 4, 5 and 6		Overhead and Side

VALEDON BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
158.8	Lawrence	Ore Loading Platform	Spur	Side
159.3	Valedon	Between Lawrence and Valedon First Rock cut, old platform and concrete wall, ore loading chute, coal bin, rock wall, store building, coal and hay unloading chutes.	Main and Spur Tracks	Overhead and Side

LORDSBURG-HACHITA BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
155.2	Oil Siding	Two Ore Platforms	Spur	Side
145.6	Robert	Stock Chute Platform	Siding	Side
135.0	Brockman	Tank & Water Crane	Main and Siding	Side

DEMING-HERMANAS BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
1208.0	Deming Old Yard	Freight Platform	House Track	Side
114.9	Hondale	Canning Factory and Coal Bin	Spur	Side
108.9	Midway	Freight Platform	Spur	Side
102.7	Tomerlin	Ore Platform	Siding	Side
1230.9	Hermanas	Stock Pen Platform	Siding	Side

TYRONE BRANCH

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
169.1	Mill Spur	Ore Unloading Bins	Mill Yard	Overhead and Side
170.6	Tyrone	Main Supply Platform	Mine Yard Track	Side
		Gate to P. D. Lumber Yard	Mine Track	Overhead and Side
		Trolley Wires and Poles,	Mine Yard Tracks,	Overhead and Side
		Freight House Platform	House Track	Side
		P. D. Warehouse Platform	Main Track	Side
		Shed over Concentrator Filter	Scale Track	Overhead

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

BRANCH LINES

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Bisbee Jct.-Bisbee Lewis Springs-Ft. Huachuca Fairbank-Tombstone Burro Mtn. Jct.-Tyrone	Bisbee-Bisbee Jct. Ft. Huachuca-Lewis Springs Tombstone-Fairbank Elgin-Fairbank Sonoita-Calabasas	Tyrone-Burro Mtn. Jct. Fairbank-Sonoita Calabasas-Elgin Benson-Benson Jct. Benson Jct.-Benson Douglas-Cochise	Cochise-Douglas Deming-Hermanas Hermanas-Deming Hachita-Guthrie Duncan-Hachita So. Siding-Duncan	Guthrie-So. Siding Clifton-So. Siding	San Carlos-Cutter	Cutter-Pinal Globe-Pinal	Miami-Globe	So. Siding-Clifton Pinal-Globe Pinal-San Carlos	San Carlos-Tanque	Tanque-Bowie	Globe-Miami	Bowie-San Carlos
T-11	T—57-18/24-81	2124-2131-2133	160	550	6000	670	1040	500	990	470	730	6000	1690	1280	1370	1980
T-2	T—63-19/24-105	2221 to 2234														
T-31	T—63-22/28-162-S	2353 to 2362	200	1240	8000	1490	2240	1140	2130	1110	1600	8000	3550	2740	2910	4150
T-32	T—69-23/28-174-S	2363 to 2370														
T-32	T—69-23/28-174-S	2371 to 2384	210	1290	8000	1550	2340	1180	2230	1140	1660	8000	3720	2860	3050	4360
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	990	6000	1210	1850	900	1760	870	1300	6000	2980	2290	2430	3500
C-9, 10	C—57-22/30-200-SF	2513 to 2599, 2752-2836 2839-2857	210	1470	8000	1770	2640	1350	2510	1310	1890	8000	4170	3220	3430	4900
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836, 2839 to 2857														
C-8	C—57-22/30-192-S	2698 to 2751														
C-5	C—57-22/30-187-S	2624 to 2679														
C-5	C—57-22/30-185-S	2680 to 2693														
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	1290	8000	1550	2330	1180	2220	1140	1660	8000	3700	2850	3040	4330
C-8	C—57-22/30-184	2698 to 2751														
C-5	C—57-22/30-180	2624 to 2679														
C-5	C—57-22/30-178	2680 to 2693														
TW-3	TW—50-20/26-120	2932 to 2945	170	940	6000	1120	1680	860	1600	830	1200	6000	2650	2050	2180	3100
P-11	P—68-24/26-157-S	3100 to 3109	176	1050	8000	1270	1940	950	1850	920	1370	8000	3130	2390	2550	3670
P-12	P—73-27/28-186-S	3120 to 3129	190	1490	8000	1790	2720	1350	2590	1310	1930	8000	4350	3340	3550	5100
MK 5, 6	MK—63-26/28-210-S	3241 to 3277	200	1800	10000				3050	1600	2300	10000	5040	3890	4140	5880
MK 7, 8, 9	MK—63-29/30-247-S	3300 to 3324	176	2070	10000				3500	1840	2640	10000	5790	4480	4760	6750
C-18	C—57-22/28-169-S	3400 to 3409	200	1390	8000	1650	2450	1270	2330	1240	1760	8000	3840	2970	3160	4480
C-19	C—57-22½/28-178-S	3410 to 3426	200	1430	8000	1700	2530	1310	2420	1270	1820	8000	4000	3090	3290	4670
C-20, 21	C—57-25/30-196-S	3440 to 3449	170	1540	8000	1840	2740	1410	2610	1370	1970	8000	4330	3340	3550	5060
C-23	C—57-23/30-193-S	3450 to 3451	200													
C-22	C—57-25/30-193-S	3452 to 3469	170													
F-1	F—63-27½/32-273-S	3600 to 3652	200	2190	10000											
F-3	F—63-29½/32-297-S	3653 to 3667	200	2490	10000											
F-4, 5	F—63-29½/32-306-B-61-SF	3668 to 3763	200	2770	10000											
F-5	F—63-29½/32-306-B-62-SF	3764 to 3768														
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		LESS THAN 40 Ms. 40 Ms. TO 50 Ms.		3 0	6 3	3 0	6 3	3 0	6 3	3 0	3 0	6 3	6 3	6 3	6 3	6 3

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}—\frac{22}{30}—\text{187}$$

CLASS "C"—Consolidated engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

				SOUTH LINE							NORTH LINE										
				EASTWARD			WESTWARD				EASTWARD						WESTWARD				
NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Tucson-Mescal Douglas-Cazador Rodeo-Pratt Hachita-Continental Ford-Mimbres Arena-Altair Mt. Riley-Potrillo Hereford-Naco	Mescal-Fairbank Bisbee Jct.-Douglas Chiricahua-Rodeo Mimbres-Arena Potrillo-El Paso	Fairbank-Hereford Naco-Bisbee Jct. Cazador-Chiricahua Pratt-Hachita Continental-Ford Altair-Mt. Riley	El Paso-Mastodon Playas-Antelope Apache-College Pk. Douglas-Bisbee Jct Rodeo-Apache	Noria-Potrillo Columbus-Mimbres Ford-Savoya Victorio-Hachita Hachita-Vista	Mastodon-Noria Savoya-Victorio Fairbank-Mescal Altair-Columbus	Potrillo-Altair Mimbres-Ford Vista-Playas Antelope-Rodeo College Pk-Douglas Bisbee Jct.-Fairb'k Mescal-Tucson	Tucson-Mescal	Benson-Dragoon San Simon-Steins	Mescal-Benson Dragoon-Willcox Raso-San Simon Steins-Conrad Pyra-Lordsburg Wilna-Myndus Aden-El Paso	Willcox-Raso Conrad-Pyra	Lisbon-Hawkins	Lordsburg-Lisbon Hawkins-Wilna Myndus-Aden	El Paso-Strauss Afton-Aden Lordsburg-Pyra	Aden-Myndus Wilna-Lordsburg Pyra-Mondel Steins-San Simon Raso 2 m. E. Cochise Dragoon-Benson Mescal-Tucson	Myndus-Wilna Strauss-Afton San Simon-Bowie	Bowie-Raso 2 m. E. Cochise to Dragoon	Mondel-Steins Benson-Mescal
T-31	T—63-22/28-162-S	2353 to 2362	200	2150	8000	2750	2300	2950	4350	8000	2150	1650	8000	3200	3550	4700	3550	8000	4000	2450	1650
T-32	T—69-23/28-174-S	2363 to 2370																			
T-32	T—69-23/28-174-S	2371 to 2384	210	2250	8000	2850	2400	3100	4550	8000	2250	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	1750	6000	2300	1800	2450	3650	6000	1750	1350	6000	2700	3000	3950	3000	6000	3350	2035	1350
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836 2839 to 2857	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-9, 10	C—57-22/30-200-SF	2513 to 2599, 2852 to 2836 2839 to 2857																			
C-8	C—57-22/30-192-S	2698 to 2751																			
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	2200	8000	2850	2400	3050	4500	8000	2200	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
C-9	C—57-22/30-200-SF	2858 to 2860																			
C-8	C—57-22/30-184	2698 to 2751																			
C-5	C—57-22/30-187-S	2624 to 2679	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-5	C—57-22/30-185-S	2680 to 2693																			
C-5	C—57-22/30-180	2624 to 2679	200	2200	8000	2850	2400	3050	4500	8000	2200	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
C-5	C—57-22/30-178	2680 to 2693																			
TW-3	TW—50-20/26-120	2932 to 2945	170	1600	6000	2050	1750	2200	3250	6000	1600	1250	6000	2400	2650	3500	2650	6000	2950	1850	1250
P-11	P—68-24/26-157-S	3100 to 3109	176	1850	8000	2400	2000	2600	3850	8000	1850	1450	8000	2800	3150	4150	3150	8000	3500	2150	1450
P-12	P—73-27/28-186-S	3120 to 3129	190	2600	8000	3350	2800	3600	5300	8000	2600	2000	8000	3900	4350	5750	4350	8000	4900	3000	2000
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	200	3050	8000	3900	3300	4200	6150	8000	3050	2400	8000	4550	5050	6650	5050	8000	5650	3500	2400
MK-7,8,9	MK—63-29/30-247-S	3300 to 3324	176	3500	8000	4200	3800	4800	7050	8000	3500	2750	8000	5200	5800	7650	5800	8000	6500	4000	2750
C-18	C—57-22/28-169-S	3400 to 3409	200	2350	8000	3000	2500	3200	4700	8000	2350	1850	8000	3450	3850	5050	3850	8000	4300	2650	1850
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	8000	3100	2600	3350	4850	8000	2400	1900	8000	3600	4000	5250	4000	8000	4450	2750	1900
C-20, 21	C—57-25/30-196-S	3440 to 3449	170	2600	8000	3350	2850	3600	5250	8000	2600	2050	8000	3900	4350	5700	4350	8000	4850	3000	2050
C-23	C—57-23/30-193-S	3450, 3451	200																		
C-22	C—57-25/30-193-S	3452 to 3469	I70																		
F-1	F—63-27½/32-273-S	3600 to 3652	200	3700	10000	4750	4000	5100	7450	10000	3700	2900	10000	5500	6100	8050	6100	10000	6850	4250	2900
F-3	F—63-29½/32-297-S	3653 to 3667	200	4200	10000	5400	4550	5800	8500	10000	4200	3300	10000	6300	7000	9200	7000	10000	7800	4850	3300
F-4, 5	F—63-29½/32-306/B-62-SF	3668 to 3763	200	4750	10000	6100	5150	6550	9550	10000	4750	3750	10000	7100	7850	10000	7850	10000	8800	5450	3750
F-5	F—63-29½/32-306/B-62-SF	3764 to 3768																			
Mt-1	Mt—73-28/30-246/B-60-SF	4300 to 4327	210	3800	10000	4850	4100	5250	7700	10000	3800	2950	10000	5650	6300	8300	6300	10000	7050	4350	2950
Mt-2	Mt—73-29/30-262-SF	4385 to 4390	210	3550	10000	4600	3850	4950	7300	10000	3550	2800	10000	5350	5950	7900	5950	10000	6700	4100	2800
ALLOWANCE FOR EMPTY AND UNDERLOAD CARS		LESS THAN 40 M's 40 TO 50 M's		6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

22
C-57——187
30

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

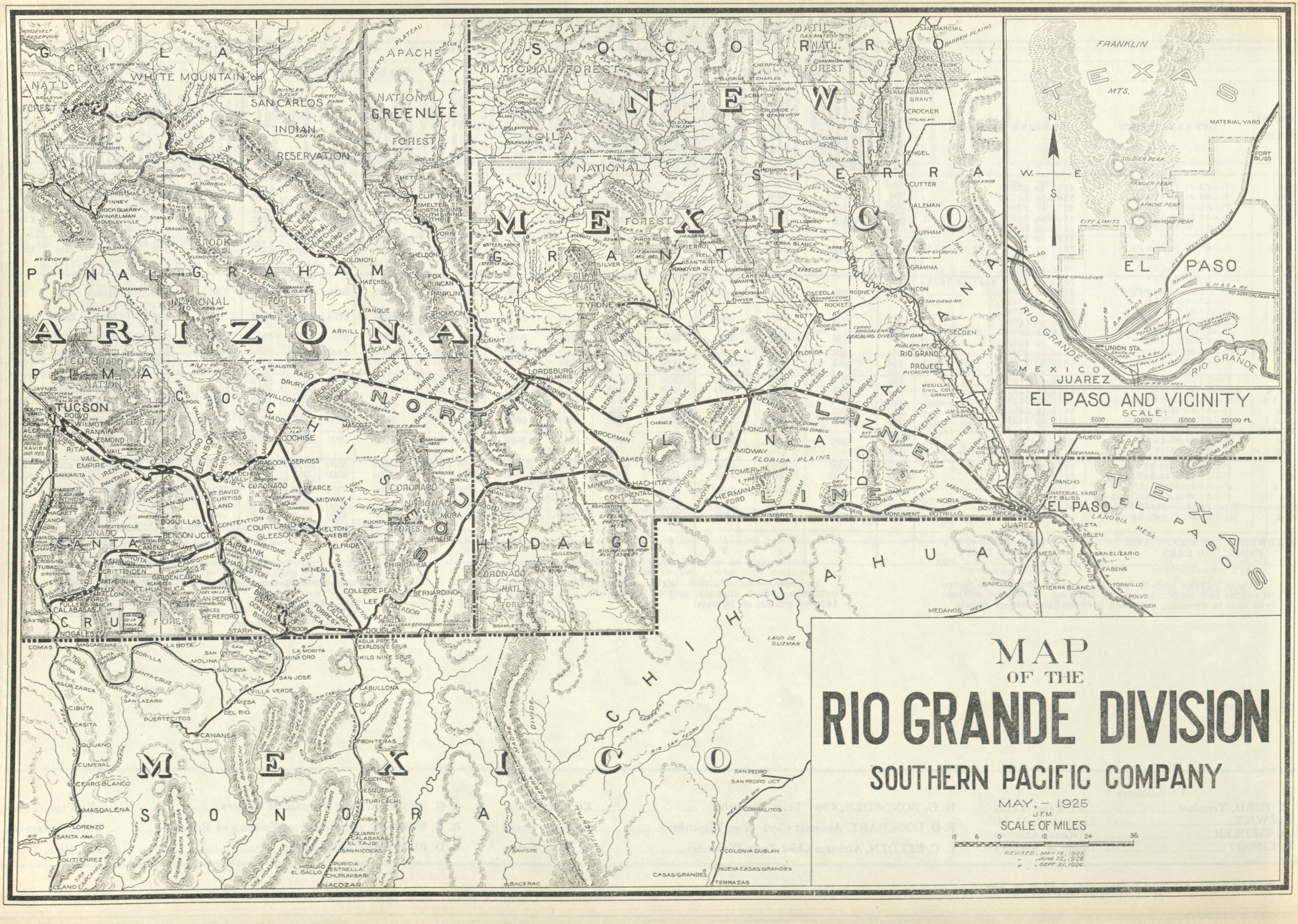
Trainmasters

W. S. FORD, Terminal .... El Paso, Texas
C. L. ZWICK .... Lordsburg, N. M.
MAX FIEDLER .... Globe, Arizona
C. B. EIFORT .... Douglas, Arizona

H. G. BONORDEN, Chief Train Dispatcher .... El Paso, Texas
F. O. LOCKHART, Assistant Chief Train Dispatcher .... El Paso, Texas
L. C. BELDEN, Assistant Chief Train Dispatcher .... El Paso, Texas

A. G. NEWELL, Road Foreman of Engines .... El Paso, Texas
R. N. BOOKER, Assistant Road Foreman of Engines .... Tucson, Arizona
R. D. BLOSS, District Examiner .... El Paso, Texas

W. B. KIRKLAND, *Assistant Superintendent*, El Paso, Texas



ARIZONA
NEW MEXICO
MEXICO
TEXAS
SONORA
CHIHUAHUA
PINAL
GRAHAM
GREENLEE
COCHISE
PIMA
SANTA CRUZ
SOCORRO
SIERRA
GRANT
LUNA
DONA ANA
HIDALGO
EL PASO
NORTH LINE
SOUTH LINE
GILA NAT'L FOREST
WHITE MOUNTAIN
SAN CARLOS INDIAN RESERVATION
APACHE NATIONAL FOREST
CROOK NATIONAL FOREST
CORONADO NATIONAL FOREST
DATIL NATL FOREST
TUCSON
BENSON
FAIRBANK
TOMBSTONE
BISBEE
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HACHITA
DEMING
SILVER CITY
TYRONE
CLIFTON
LAS CRUCES
RIO GRANDE
SAN MARCIAL
RINCON
JUAREZ
EL PASO
CANANEA
NACOZARI
MAGDALENA
CASAS GRANDES
NUEVA CASAS GRANDES
EL PASO AND VICINITY
SCALE:
0 5000 10000 15000 20000 Ft.
N
W. E.
S
FRANKLIN MTS.
FORT BLISS
MATERIAL YARD
UNION STA.
JUAREZ
MEXICO
RIO GRANDE
NEW MEXICO DIVISION

MAP
OF THE
RIO GRANDE DIVISION
SOUTHERN PACIFIC COMPANY

MAY, – 1925
J.E.M.
SCALE OF MILES
12 6 0 12 24 36

REVISED, MAY 18, 1925
" JUNE 22, 1926
" SEPT 21, 1926